117

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Australian MOTORCYCLIST

JANUARY 2023

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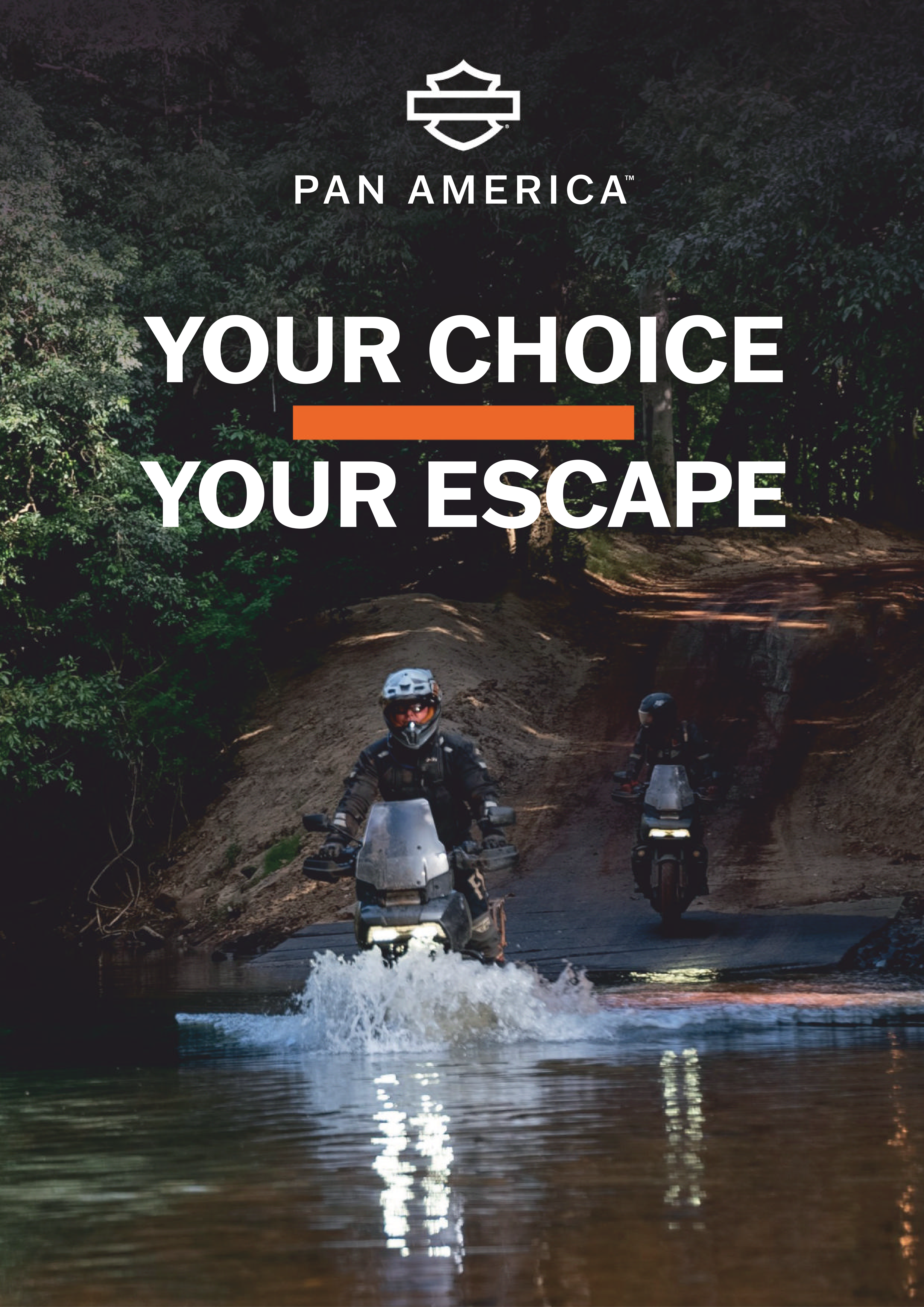
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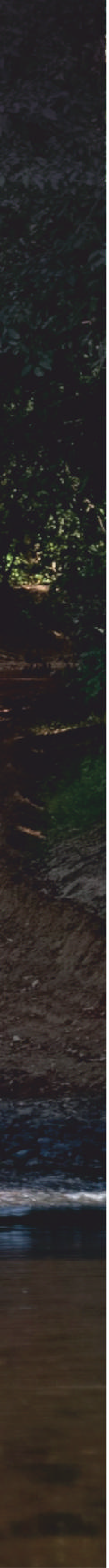

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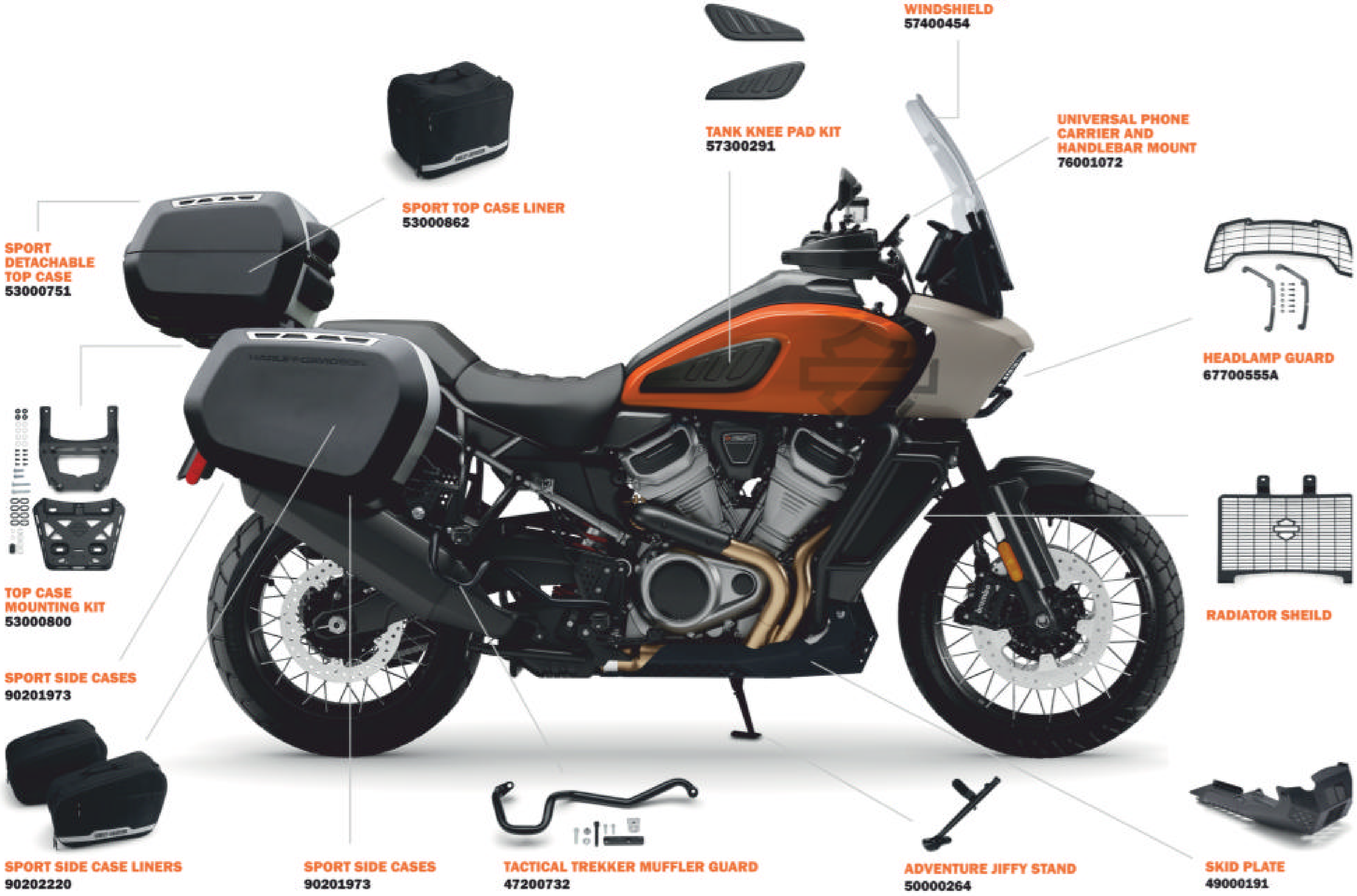
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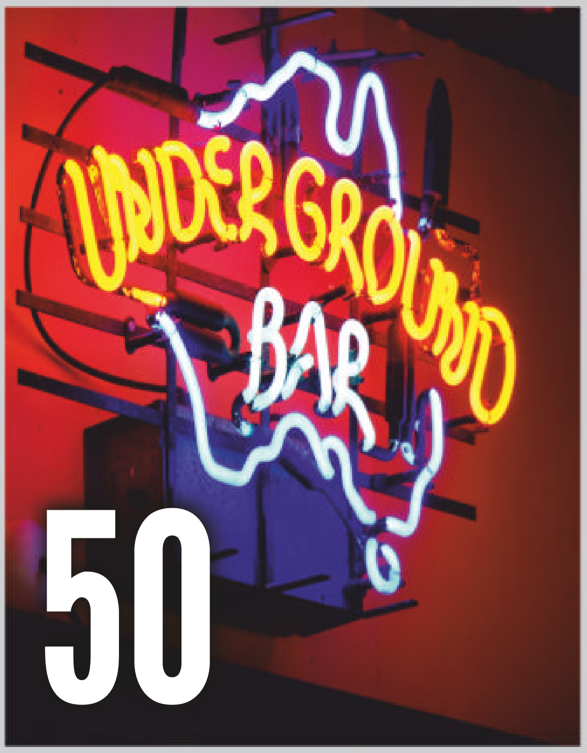

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EDITOR SPEAKS

BUSY, BUT IN DIFFERENT WAYS

AS YOU MAY OR may not be aware by now, we've gone quarterly. Life has taken over and I just couldn't continue the busy schedule of a monthly magazine, hence we've gone to an easier to manage quarterly roster.

We had sent out emails to our current subscribers with many asking if I'm okay and so on – yes, I'm fine, thank you.

So, new bikes abound and there's some exciting new models heading our way in 2023. I personally am super happy with my 2011 Suzuki Bandit 1250 non-ABS version. When the devil's horns pop out, I can have a bit more fun (if you know what I mean) and not worry about the front or rear chattering its head off because the ABS unit is trying to take control and I can slide the rear without risk of a computer deciding what I can and can't do. I have control of what I do on a motorcycle, not the electronics. And if you hadn't worked out by now all of these fangle dangle whizbang rider aids and so on dumb down the experience of pure exhilarating motorcycling. I'm talking about using your brain when you twist the throttle, squeeze the brake levers, or lean into a corner. The only electronic device that is pure gold is a quickshifter. Traction control, ABS, and whatever else has been plugged into your bike is making you dumb. You cannot push the limits and gain better riding skills with electronics stopping you. Think about it and if you want an easy way to start, get an older, smaller capacity bike and go practice.

I've banged on before about electric vehicles, I am totally convinced they are a joke to society, the environmental impact behind the scenes is huge and they are not as 'green' as you think – in fact, nowhere near it! An alternative fuel is the future, whether that's going to be some sort of hybrid hydrogen engine or - the latest I've heard - synthetic fuels are being tested and showing great results. I think Porsche are the ones leading this development. The infrastructure is already there, saving many billions worldwide and with virtually no impact to the environment.

Okay, enough whinging from me, I'm off to go for a ride where I'm in control.

Ciao!

Stuart.

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BSD ACC VHA ESS TPMS SPIN KIPASS

VHA - VEHICLE HOLD ASSIST
TFT COLOUR INSTRUMENTATION
KAWASAKI SPIN INFOTAINMENT SYSTEM
KIPASS - KAWASAKI INTELLIGENT PROXIMITY ACTIVATION START
FCW - FORWARD COLLISION WARNING
ESS - EMERGENCY STOP SIGNAL

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BUT HE'S STILL YOUNG!

Our good mate, 'Lukey Luke' the stunt rider has officially retired. His final show was at the Phillip Island World Superbike round in November 2022.

After a professional stunt career spanning nearly 20 years, the father of two has elected to finish on his own terms. In recent times, his own business ventures have, by necessity, taken more of his time and taken away from the vital stunt rider training and practice that staying at the top of the sport demands.

"Lukey" Luke Follacchio: "I feel particularly blessed to be able to end my career this way.

While the old body isn't 100%, I am still able to give my everything at shows. It's been an amazing journey and there are so many people to thank. If young me could see what I've been able to do, where I have been able to perform, and the friends and fans I would make along the way- well, like me, he'd be pretty stoked!"

Lukey performed for a variety of manufacturers – Triumph, KTM, BMW, Aprilia and again with Triumph. He has built an amazing fan base and will continue interacting with fans and followers through social media and as a brand ambassador for PS Importers.

Luke also runs Benzina Garage, and a new venture, Benzina Stables, a high end, enthusiast focussed Car and Motorcycle Storage facility.

We wish him all the best for the future.

BETTER QUALITY ON THE WAY?

The FCAI (Federal Chamber of Automotive Industries) has welcomed the Federal Government's consultation process on Australia's fuel quality standards stating that the move was necessary to lower emissions from Australia's light vehicle fleet.

"Automotive manufacturers have been calling for an improvement to Australia's fuel quality standards for more than ten years," FCAI Chief Executive Tony Weber said. "Currently, we have some of the worse quality petrol in the advanced world. We are pleased to see the Government flag action on 95RON petrol as their preferred option in this consultation process."

Mr Weber added that it was pleasing the Federal Government was beginning to take action to address emissions in the light vehicle sector.

IN DEMAND

Bidders were back in force for Shannons last auction for 2022. The Spring Timed Online Auction achieved a solid clearance rate of 89 per cent, with a total result of $12.9M.

Amongst the 38 classic motorcycles and scooters, a superb 1928 Indian 101 750cc Scout sold for an excellent $82,000, while a 1982 Ducati 900 SS was pursued by enthusiasts before selling for $37,000 and a 1956 Piaggio Ape 'ACI' 150cc three-wheeler sold for $16,525.

Check out all the latest in the coming auctions at shannons.com.au

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Cape York
GASGAS

GASSED UP

Not content to rest on their award laurels, Cape York Motorcycle Adventures, who recently took out the Outdoors Queensland Award for Adventure Tourism, has just announced a first of its kind partnership with GASGAS Motorbikes.

Having used Suzuki bikes for their tours for 20 years, the move to a more fuel efficient, better riding bike from GASGAS signals yet another innovation from this tourism industry leader.

"We've been looking to move away from carburettors to a fuel-injected bike for a while now, but couldn't find anything that really met our needs. GASGAS is a lot lighter, which means better handling in technical conditions, the suspension is better for the type of riding conditions we do, the handlebars are stronger and the rims a heavier duty, so they can take our tough treatment.

"I also like the wide-ratio gearbox which makes it ideal for the type of riding we expose the bikes to and the availability of a long-range fuel tank, said Director Roy Kunda in explaining why he made the change.

Tick one of the best bucket list items off the list and book a tour now - 07 4055 0050 or jump on the website - capeyorkmotorcycles.com.au

ONLY IF YOU'RE QUICK

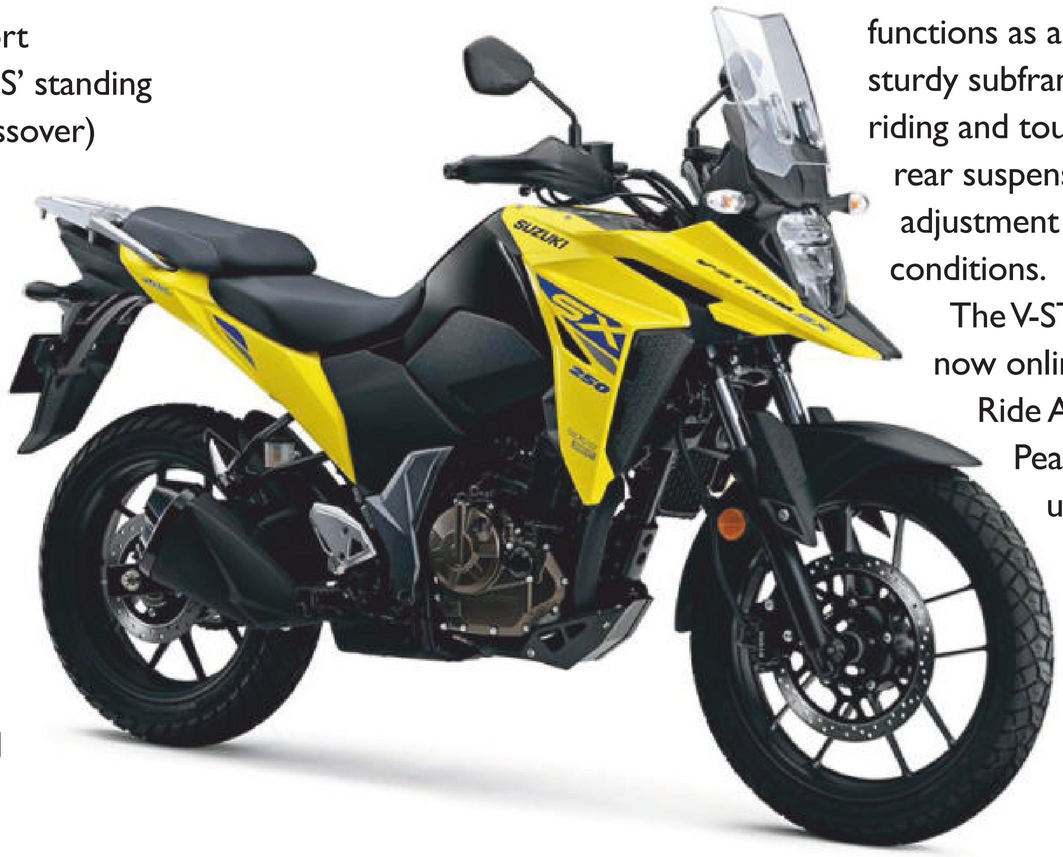
You better be lightning fast to grab a pair of the new Kawasaki / Adidas ZX22 sneakers. A collaboration that fuses the aesthetic of the Japanese powersports titan into the world of the celebrated ZX sneaker range. Inspired by the forms of futuristic Kawasaki vehicles, this future-ready silhouette is executed in a bold metallic colourway accented with black and lime green details. Priced at $250 order through your local Kawasaki dealership or online at shop.kawasaki.com.au/products/adidas-originals-kawasaki

BABY, BABY!

What could further enhance the already widely popular V-STROM line-up? The answer is a new addition to the family: the V-STROM 250SX.

The 249cc quarter-litre sport adventure machine (with the 'S' standing for sports and the 'X' for crossover) blends rugged versatility with stylish, modern adventure-inspired looks – including the legendary front 'beak' that has been a staple of V-STROM styling since 2002.

A slim, nimble chassis makes it extremely agile to get around, and narrow side panels provide an easy reach to the ground. On unpaved roads the 19-inch front wheel and ample ground clearance (205mm) add a sense of stability alongside the reassurance of dual-channel ABS on the 310mm (front) and 240mm disc brakes.



A functional windscreen and knuckle covers make it an ideal touring proposition and, if pillions and/or luggage are a part of the mix, the V-STROM 250SX has a handy rear carrier that also functions as a grab bar. An extremely sturdy subframe ensures that tandem riding and touring are a breeze, and the rear suspension has seven-step preload adjustment to support riding in various conditions.

The V-STROM 250SX is available now online for $5490 MSRP ($6490 Ride Away) in two liveries: Pearl Blaze Orange and the ubiquitous Suzuki Champion Yellow, supported by Suzuki's three-year factory-warranty program (two standard and one bonus). Stock is estimated to arrive locally in March 2023.

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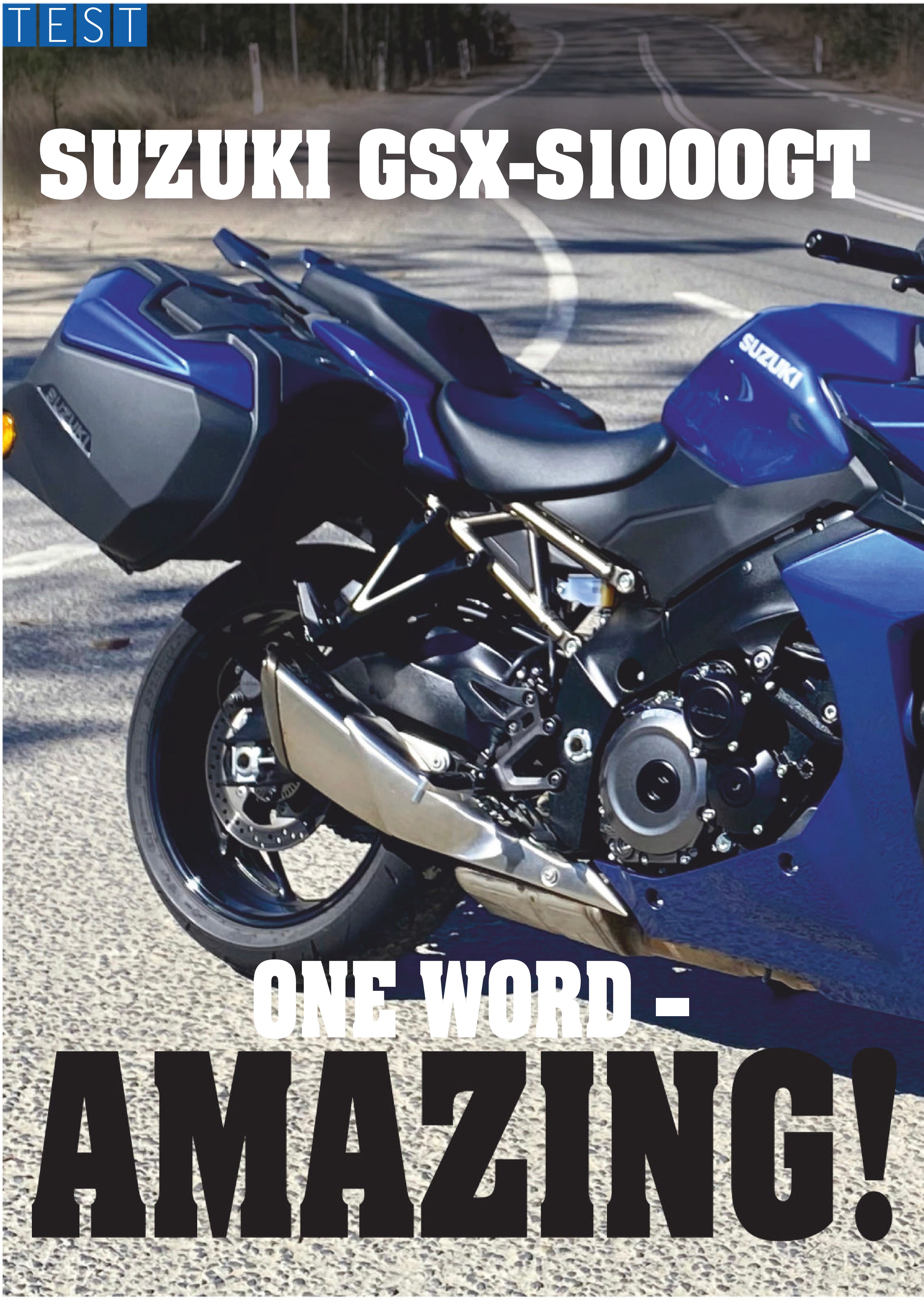
SUZUKI GSX-S1000GT



ONE WORD – AMAZING!

WORDS/PHOTOS – STUART

BACK IN ISSUE #110 I rode the Suzuki GSX-S1000 at the Australian launch and was blown away with how good this bike is for the little amount of money it retails for. At that launch everyone was also talking about the GT version, "coming in a few months' time" and trying to guess what the price would be. Well, those months have passed and here is the amazing GSX-S1000GT. Priced at only $19,990 ride away, which is a stunning price, the bike I tested also had the accessory panniers. These retail for $1740 and well worth adding to the bike, they're also keyed to the ignition key.

Suzuki has gone all-in the sport-touring segment with the GSX-S1000GT and the company has leaned heavily on sport while sacrificing little on touring. Yeah, Suzuki is leveraging its Gixxer heritage hard when it comes to this bike, but that is really a great thing. The important bit is Suzuki has done so without sacrificing the essence of a sport-tourer. It's really quite astonishing.

Resources went towards making a focused sport-tourer and keeping the purchase price down

Yes, the GSX-S1000GT is powered by what is essentially the K5 GSX-R1000 long-stroke 999cc four-cylinder engine. The same as the newly updated GSX-S1000 naked bike, and several models before. If it ain't broke, don't fix it, and Suzuki's 'refresh' makes this one of the best sports touring engines available.

In the GT's case, the K5 Gixxer thousand engine sees a ton of changes to shift its powerband and make it more suitable for sport-touring duty with a mega mid-range for both power and torque and a strong top end for those that want to have a bigger smile. Among those changes are intake and exhaust camshafts, valve springs, cam chain, cam chain tensioner, crankcase/crankshaft mounting hardware, clutch assembly,

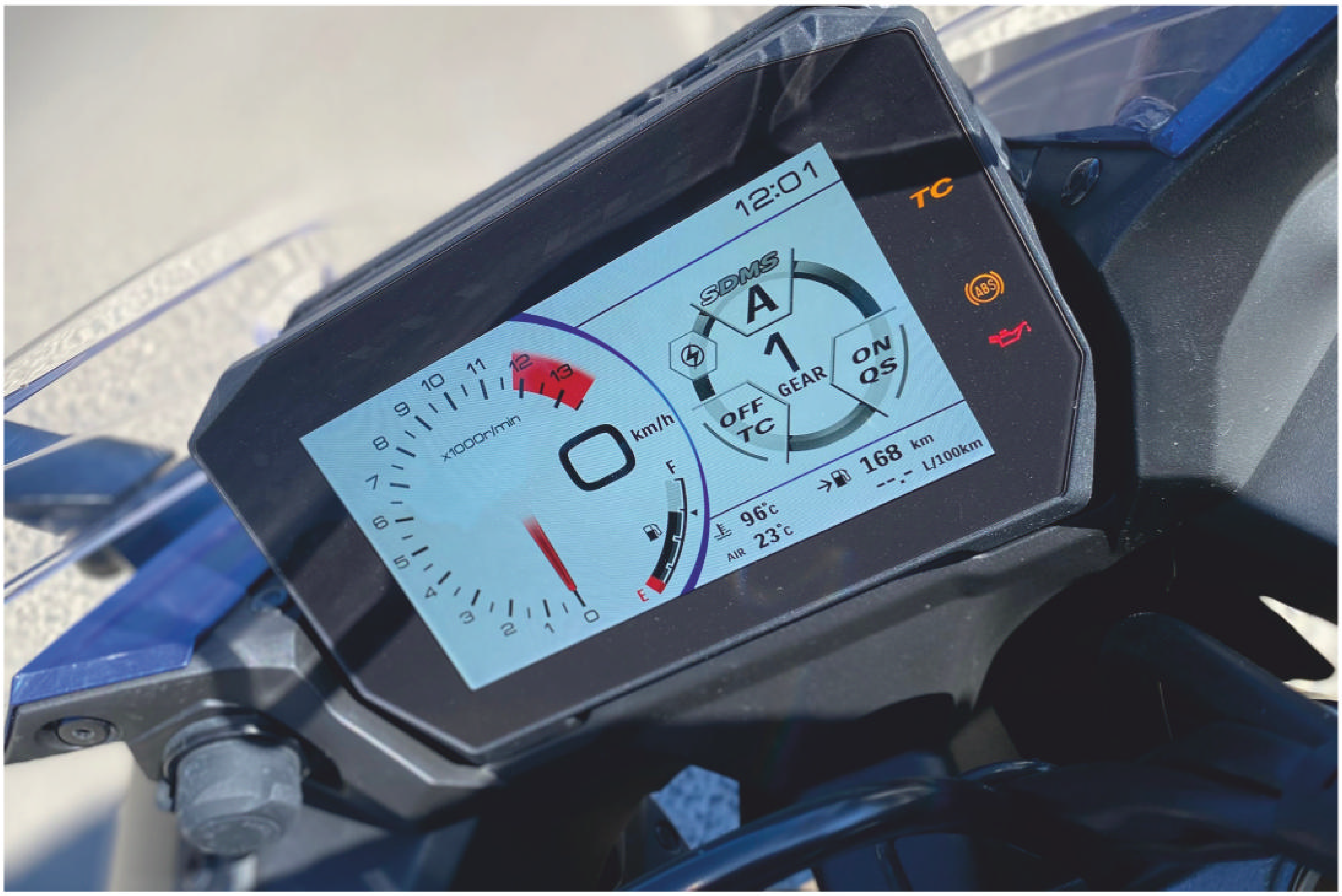
clutch pushrod, shift cam, shift cam retainer, shift cam plate, shift shaft, stator cover, clutch cover, drive sprocket covers, and more.

Beyond the changes inside the engine, the GT no longer uses a throttle cable. This Ride-by-Wire system now has the throttle directly linked to a position sensor that activates a servo which then moves the throttle plates. Having such a system makes it easy to incorporate cruise control, the Suzuki Drive Mode System, and even the updated quickshifter (which is glorious, but more on that later).

The long, tapered intake tract has a smaller inner diameter than the previous GSX-S, improving the intake charge velocity results in better throttle response and torque production. All of the spent gasses exit the bike through a revised 4-2-1 exhaust system with a secondary catalyzer in the mid-chamber. This allows the actual silencer at the end to be small, light, compact, and importantly, able to be replaced with an aftermarket slip-on without bypassing any of the emissions systems.

Sport-touring is about traveling long distances, often via the twistiest roads, as quickly as possible. We've already established the GSX-R-based heart of the GT will get you where you're going in a flash, but comfort comes first. This is where the decision to repurpose the K5 engine makes sense. Because instead of pouring resources towards a new engine, those resources instead went towards making a focused sport-tourer and helping to keep the purchase price down.

Right off the bat, if you're thinking this is a specced-up version of the



recently released GSX-S1000 naked bike, you're kinda right. But not really. The obvious difference is the sharply styled bodywork, and from an ergonomics standpoint, you've got the same 810mm seat height as the outgoing GSX-S1000F, but the new tapered handlebar is wider and rotated slightly upwards, resulting in the handlebar being closer to you.

The passenger seat is a little more accommodating than before and perched nicely above the rider, so your better half can see over your shoulder better. To keep vibes to a minimum, all the touchpoints for both rider and passenger are laced with rubber – the handlebar is rubber mounted, the passenger grab handle is as well, and all four pegs have rubber inserts.

Compared to the previous GSX-S1000F, last seen two odd years ago, the GT model gets a slightly larger 19-litre fuel tank. Combined with the 6.31L/100km we achieved you'll be looking around 300km range.

You'd think for the price, the GT lacks electronics, but you'd be wrong, a 6.5-inch TFT display, five-level traction control (plus off), ABS, Suzuki Drive Mode Selector, quickshifter, cruise control, Suzuki easy start, low-RPM assist, and connectivity to Suzuki's mySPIN Bluetooth app is what you get. The best part is the minimal number of buttons on the switchgear: nearly every function can be accessed via a thumb wheel with arrows. The more surprising feature (or lack of) is the absence of an IMU.

The 6.5-inch TFT display gets a big tick from me for being clear, easy to read, and having the important information like engine speed, road speed, and gear position in clear view. The screen can switch from white to black depending on ambient light, and if you pair the motorcycle to the Suzuki

mySPIN app, the screen can mirror your phone functions, and even display a map with your location. Note: there's a USB port to the left of the display to charge a device.

Behind the scenes, a new 32-bit ECM uses CAN-style wiring to reduce the amount of wires needed for all of the bike's various systems while also allowing those systems to communicate with each other much faster. A new, compact ABS control unit is supplied by Hitachi Astemo, which we all know better by its former name: Nissin. Finally, a new gear position sensor is the heart of the new bidirectional quickshifter system and eliminates the slop sometimes associated with quickshifters from competitors.

Making great engines is not the only thing Suzuki is known for. The GT's chassis (derived from the GSX-R) has a reputation for its neutral, inspiring handling. It all starts with the twin-spar aluminium frame and arch-style swingarm, both of which have very close ties to the GSX-R. In fact, the swingarm is borrowed directly from the GSX-R1000. Behind the frame, you have a trellis-style subframe with integrated mounting points for the luggage. The trellis construction allows it to be relatively light while still being strong enough to handle a passenger and full saddlebags.

Fully adjustable KYB suspension is a treat and really makes the GT a supreme bike to ride not only at a slow pace, but awesome when the fun begins.

The upright seating position with only the slightest bit of weight on your wrists is perfect and gives great leverage to flick the GT around in the tight stuff.

Brembo brakes make a good impression, but I found they lack feel and initial bite. A different type of brake pad material is needed to get that good initial bite, but the GT could even need a change of master cylinder to improve things.

By now you already know the GT can be ridden damn hard if you so desire and really isn't far removed from the GSX-R1000 it can trace its lineage back to. But Suzuki's constant refinement of this engine makes it seemingly perfect for this application. All of the changes to the engine internals help shift the powerband away from the top, where you need it on a sportsbike, and more towards the bottom and middle, where sport-touring riders spend their time.

Of the three Suzuki Drive modes, I found myself toggling between A and B the first day. All three modes deliver full power, only the application of power is metered differently between them. On many bikes, no matter the manufacturer, A mode is usually too aggressive. Even the tiniest of wrist movements results in a jump.

Not so with the GSX-S. In A mode power would come on quickly, but not abruptly, and it ended up being my default setting for the twisty roads. The slightly muted B mode worked well enough around town and on the freeway, but by the second day of riding, I'd become comfortable with A mode everywhere.

The biggest surprise, by far, is how sublimely the quickshifter operates. Shifts in either direction, no matter the gear, even first, are amazingly smooth and slick. Flicking the lever with your foot requires just the right amount of pressure to know you've asked for a gear, it's not too soft (like some BMWs) nor is it too hard. Shifts are positive, too, so you're never second-guessing if you made the shift or not. It might sound silly to be so praising something seemingly so minor, but it really is a delight to use.

Despite the omission of an IMU like more expensive bikes in this category, the traction control system works surprisingly well and is quite smooth, while the TC light on the dash flickers away like crazy.

The touring aspect, which I haven't much talked about is just as important for a bike like this. Ultimately, is the bike comfortable? The short answer is yes, the standard windscreen works well and deflects wind away from the body a larger touring accessory screen is available.

The seating position is ultra-comfortable and neutral. The seat is all-day comfy and the pegs are just under the butt. The handlebar (which I already mentioned) is set nicely with just the slightest amount of weight on the wrists.

The Suzuki GSX-S1000GT is a sport-touring package that embodies everything about both genres. It's fast as hell, topped with a layer of comfort and finished off with a purchase price that really will make you sit back and wonder why you'd spend 30k on anything else.

Specs

MODEL: SUZUKI GSX-S1000GT

PRICE: $19,990 (ride away)

WARRANTY: Two years, unlimited distance

SERVICING INTERVALS: Every 12,000km or 12 months

ENGINE: 999cc liquid-cooled in-line four cylinder, 73.4x59mm bore/stroke, DOHC, 4 valves per cylinder

POWER: 112kW @ 11,000rpm

TORQUE: 108Nm @ 9250rpm

TRANSMISSION: 6-speed, wet multi-plate slipper/assist clutch, chain final drive

SUSPENSION: Front, 43mm inverted fork, adjustable preload, compression and rebound, travel 120mm. Rear, monoshock, adjustable preload and rebound, travel 130mm.

DIMENSIONS: Seat height 810mm, weight 226kg (wet), fuel capacity 19 litres, wheelbase 1460mm

TYRES: Front, 120/70/ZR17. Rear, 190/55/ZR17

BRAKES: Front, twin 310mm discs with radial four-piston ABS calipers. Rear, 240mm disc, single-piston ABS caliper.

FUEL CONSUMPTION: 6.31 litres per 100km, premium unleaded

THEORETICAL RANGE: 300km

COLOURS: Metallic Blue Triton; Metallic Reflective Blue

VERDICT: Simply awesome

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The Interceptor reimagines the laid-back and easy-going lifestyle of the sun-drenched California beach. The quintessential roadster from the 1960's still fits into the contemporary narrative of being young, free and fun. Through twisty back roads, highways or the urban jungle, it rides with equal ease, bringing together timeless style and modern performance.

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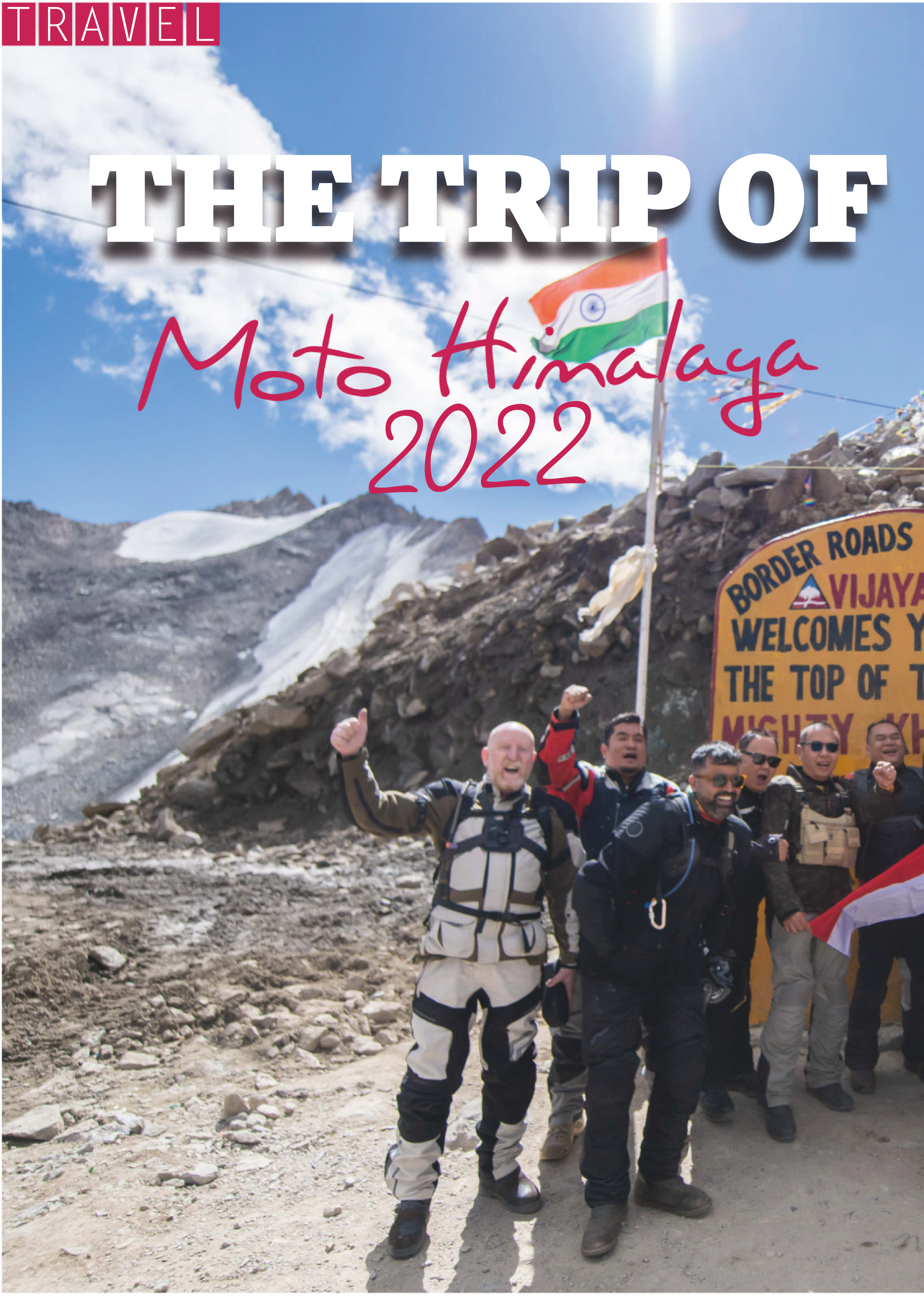
THE TRIP OF

Moto Himalaya 2022


BORDER ROADS
VIJAYA
WELCOMES Y
THE TOP OF T
MIGHTY KH

A LIFETIME

WORDS – STUART • PHOTOS – ROYAL ENFIELD

ORGANISATION
AK
YOU TO
THE WORLD
SOMETIMES
TO
ALT
KHAR

The crew!

I RECENTLY GOT THE THICKEST marker pen I could find and gave a big fat tick to a bucket list ride – riding the Himalayas and some of the highest motorable roads in the world. Riding the Himalayas has long been a dream ride for me. Whenever there's movies on Mount Everest and the highest peaks in the world I'm all over them – I'd one day love to climb one of the highest 14 peaks, but riding some of the highest motorable roads in the world is something that turned from a dream to a reality with a big thanks to Royal Enfield Australia and Royal Enfield.

Thanks to Royal Enfield and Royal Enfield Australia I participated in Moto Himalaya 2022. I was one of three Aussie magazine Editors to attend, the other two were Dean Mellor from AMCN and Nigel Patterson from Road Rider. We were joining a group of ten Indonesian gents, with all of us riding Royal Enfield Himalayans…quite appropriate I thought. LOL!

Eight days of amazement, with amazing sights, amazing roads, crazy traffic, mental and physical challenges to deal with and trying not to eat curry for breakfast, lunch and dinner.

Arrival / Day zero

Upon arrival in Delhi Dean, Nigel and I stayed at a hotel about ten minutes from the airport, our driver looked like a five year old and to say that our lives almost ended within five minutes of getting onto New Delhi roads was so close it all gave us a heart flutter. A truck was on the wrong side of the road, not moving and we had traffic on both sides of us. Our driver swerved at the last second and just gave us a smile. Faark!

Next morning the same driver picked us up for the ride back to the airport so we could get to Leh. Our driver was giggling like a school girl

Of course you did, Stuart...
of course you did

when I pulled the car back so I could get in the door, as a tree was blocking it. He was so shocked that a man mountain could easily pull his car along with one hand – he obviously hasn't seen any of The World's Strongest Man competitions! Now they are what you call, 'strong men'.

Before I go any further into this trip I must tell you I'd been to my Doctor before getting on the aeroplane in Sydney, and besides giving me a needle to protect against several diseases (I can't remember what they were) and strongly advising me not to drink the tap water, and giving me a medical assessment on behalf of Royal Enfield I was set.

Arriving at our hotel in Leh which is up at an altitude of 3500m we were told to take things easy, relax and let our bodies acclimatise. I felt perfectly fine, with Dean and Nigel also feeling okay. We all went for a walk to check out Leh. The Pashmina sellers hound you at every turn, so of course I bought my better half some of the finest Pashmina scarves available.

Day one - 60km

Our first day of riding was an easy and simple 60km to see how everyone got along with the altitude and the traffic. The army presence

RESERVE BANK OF INDIA
₹100
₹200
₹500
₹2000

He's rich!

Absolute bargain!

Upon being told the cost of joining Moto Himalaya I was near floored at just how cheap it is. Excluding flights there and back and spending money (of course) and lunches, the entire ride, hire of the bike, fuel, mechanic, doctor, support crew, luggage truck, accommodation, breakfast, dinner and much more I've no doubt forgotten is all for the bargain price of $2000US. Yes, you read that correct…TWO THOUSAND UNITED STATES DOLLARS is all it costs. How Royal Enfield can run this for such a price is beyond me – well done to them! I guarantee you couldn't do the same ride with the same inclusions for this price.

And let me tell you, having the doctor along on the ride is worth that alone and if only one of all thirteen participants didn't need assistance, then you can bank on it that you'll more than likely need some medical help.

Take for instance one lonely rider (not part of our group) trying to ride similar roads and our doctor getting woken up at some early morning hour to rush and help this guy that arrived into town on his death bed, affected by the altitude. If not for our doctor being there I dare say this rider would no longer be alive. What I'm trying to say is do not think you'll be okay, being part of an organised trip like Moto Himalaya is beyond worth it.

The locals weren't happy with Stuart posing with a cow

BORDER ROADS ORGANISATION
VIJAYAK
WELCOMES YOU TO
THE TOP OF THE WORLD
MIGHTY KHARDUNGLA
ALTITUDE ~ 17982 FT.
16TF
359 RMPL
54 R
ADVENTURE IS OUR DAILY
ROUTINE.

He's a happy chappy

TAGLANGLA
ALTITUDE:17482 FT
YOU ARE PASSING THROUGH
TWELFTH HIGHEST PASS
OF THE WORLD
UNBELIEVABLE IS NOT IT?

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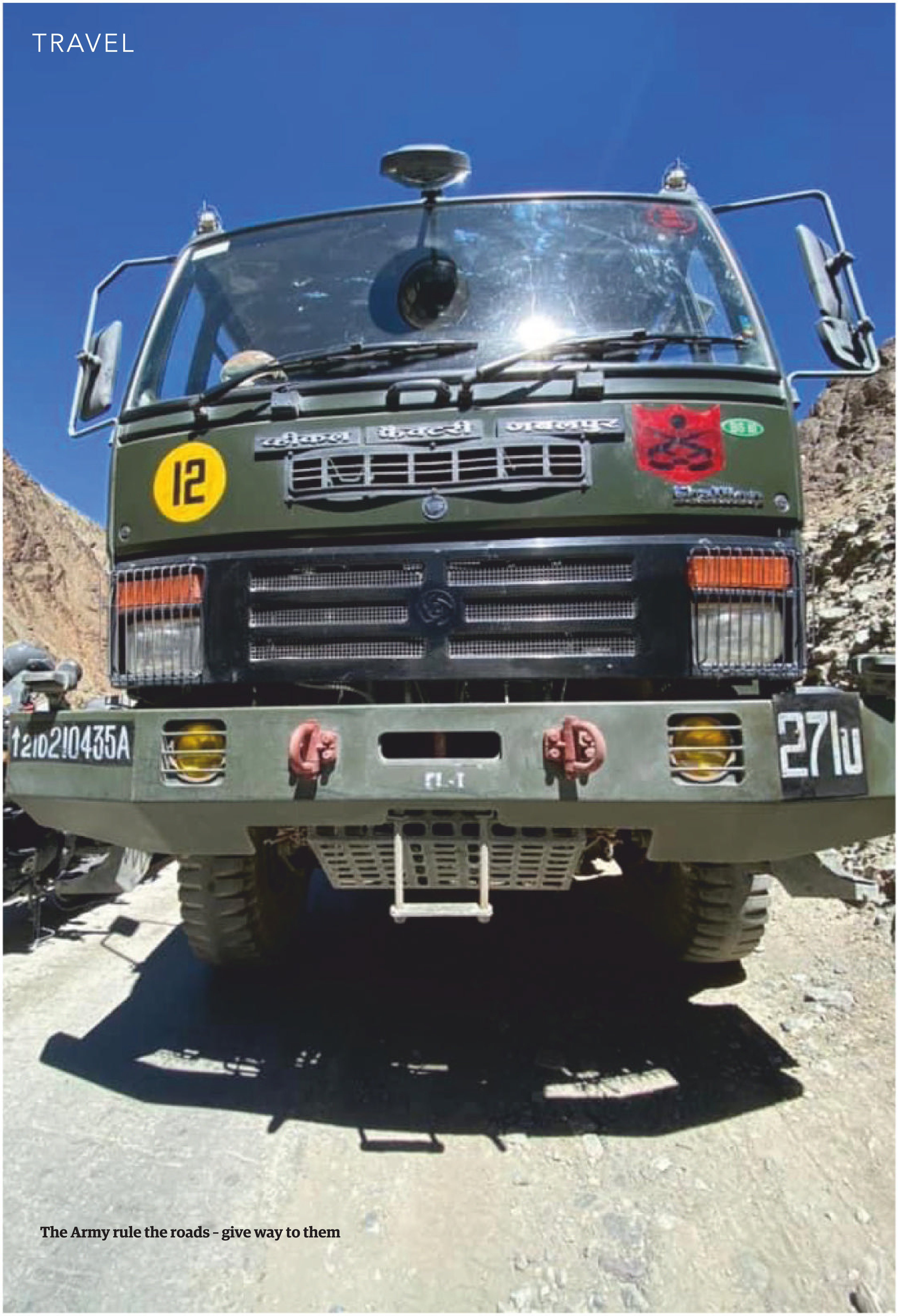
ATM
KHARDUNGLA TOP
SBI ATM
KHARDUNGLA TOP
(World Highest Motorable Pass
at 18379 feet)
RuPay
VISA
ALL Debit / Credit
Cards Accepted Here
SBI

World's highest ATM!

Another high pass done

is extremely heavy in Leh and every other area we rode as relations with China are tense. You must give way to all Army vehicles (you have been warned). Other road rules are almost non-existent in India, but if you use common sense you'll be more than fine. Almost back in Leh from our short first day ride and we witness a truck carve up the inside of some cars on the dirt on the side of the road and near causes a huge accident. He then decides to overtake a car and have a near head-on with an Army truck! Wow! What an introduction to riding in India.

After eating a beautiful curry at our hotel for lunch I head back to my room and onto the balcony to watch, 'The Show' on display just in front of the hotel. The local Police turn the road into a one-way street after a certain time, with many of the drivers/riders wanting to continue it being two-way traffic. Thing is the Police carry very large sticks/canes/batons called lathis with them and are not afraid to use them. I witnessed one fellow decide to take on the policeman and argue that he would be going up the street regardless. He was swiftly pushed back to his vehicle and beaten with a cane…he decided to turn around and go the other way. Another guy (with passenger) on a motorcycle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The Army rule the roads – give way to them also argued with the policeman. He got a good crack over the back and gave the policeman 'The Bird' as he disobeyed the direction. Thing is, there's another cop waiting up the road! Haha!

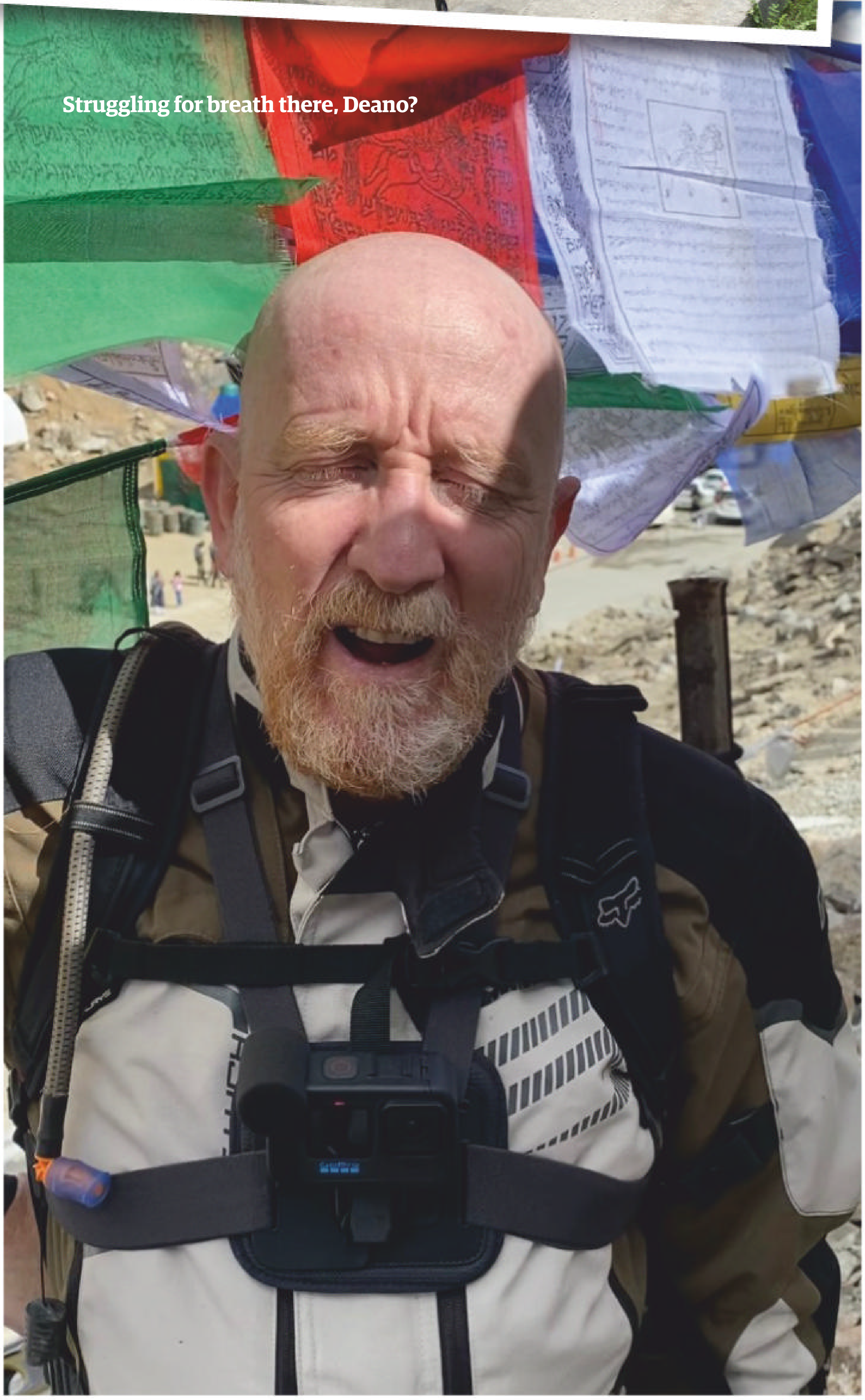
Day two - 128km

Today was a ride that would take us straight up to The Mighty Khardung la pass! 17,982 feet (5480m) as per the monument at the top. About 40km from Leh it was a steep and mega twisty ride up to Khardung la. I felt quite emotional upon realising a dream of mine had been fulfilled – I had ridden to the top of one the world's highest motorable roads! I was not affected by the altitude, although everyone else was. We were told by Aakash our tour leader and marketing guru from Royal Enfield not to stay at the top too long and head down the other side as soon as possible.

A stairway of around twenty to thirty steps leading up to a 'building' or shelter across the road from where we stopped was a challenge I took. If you've ever tried walking in full motocross boots you'll know it's hard at the low altitude we're used to Australia, let alone almost 5.5km up! The only time I breathed heavy was going up these stairs. Dean walked up the stairs as well to see the stunning view available at this higher point. He was struggling and trying to laugh but really struggled for the tiniest bit of air available. I have a great video on my phone laughing at him. (Check out the photo within these pages and I'm sure you'll feel his struggle).

Throughout the ride I was the only not to need some form of advice or attention from the Doctor who comes along on the ride – I was quite fortunate.

One thought I'd had my whole life was thinking the Himalayas was country always covered in snow. How wrong was I, the temperature in Leh was in the low thirties and at the highest peaks it got down into single digits. The Himalayan region is a desert which, due to the altitude, gets smashed with snow during the colder months. In fact, the town of Leh closes for part of the year as the



Struggling for breath there, Deano?

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snow is too deep.

Day three - 169km

This was the first night of 'camping' in tents at Nubra that looked pretty good from the outside with very basic inclusions inside. Nigel and Dean head off to a group of buildings that was classed as the town in search of some lubrication. A bottle of whiskey returned, and we sat in the sunlight and sipped some of the worst whiskey you could imagine. We didn't really care as we felt like kings.

Every tent we stayed in was basic with one being the hardest beds I've ever slept in with high winds battering the tent, it made for not much sleep.

Day four - 140km

Off to Pangong and the highest inland sea in the world is what awaits your googling eyes. One tip for everyone is not to take a leak in the sea – there are Chinese snipers just across the water that are watching you and more than willing to take a pop at you for disrespecting the sea. Yes, this is for real.

Our camp at Pangong is not too far from Umling la pass and

Thirteen of the highest

Here's a list of the thirteen highest motorable roads in the world. Khardung la is the highest motorable road you can ride in India unless you have 'special friends' in the right places to go and ride the highest, Umling la Pass at 19,300 feet (5883m). For 'normal' people the army will not let you ride Umling la as it's classed as being too close to the Chinese border. If you try and go ride it without your special friend approval, be prepared to get arrested – not something you want in a foreign country!

1 – Umling la, India – 19,300ft
2 - Uturuncu Potosi, Bolivia – 18,953ft
3 – Dungri la, India – 18,406ft
4 – Marsimek la, India – 18,313ft
5 – Semo La Central, Tibet – 18,258ft
6 – Photi la, India – 18,124ft
7 – Dongkha la, India – 17,999ft
8 – Kaksang la, India – 17,841ft
9 – Suge la, Tibet – 17,815ft
10 – Chang la, India – 17,586ft
11 – Khardung la, India – 17,480ft (claimed to be 17,982ft)
12 – Taglang la, India – 17,480ft
13 – Wari la, India – 17,428ft

You might notice the height claimed for some passes are varied to what is actually claimed at the site, or in other media. The measuring of the passes/ mountains is claimed to be done by a number of methods. All I say is that they're all bloody high up and when you're up that high a couple of hundred feet means nothing.

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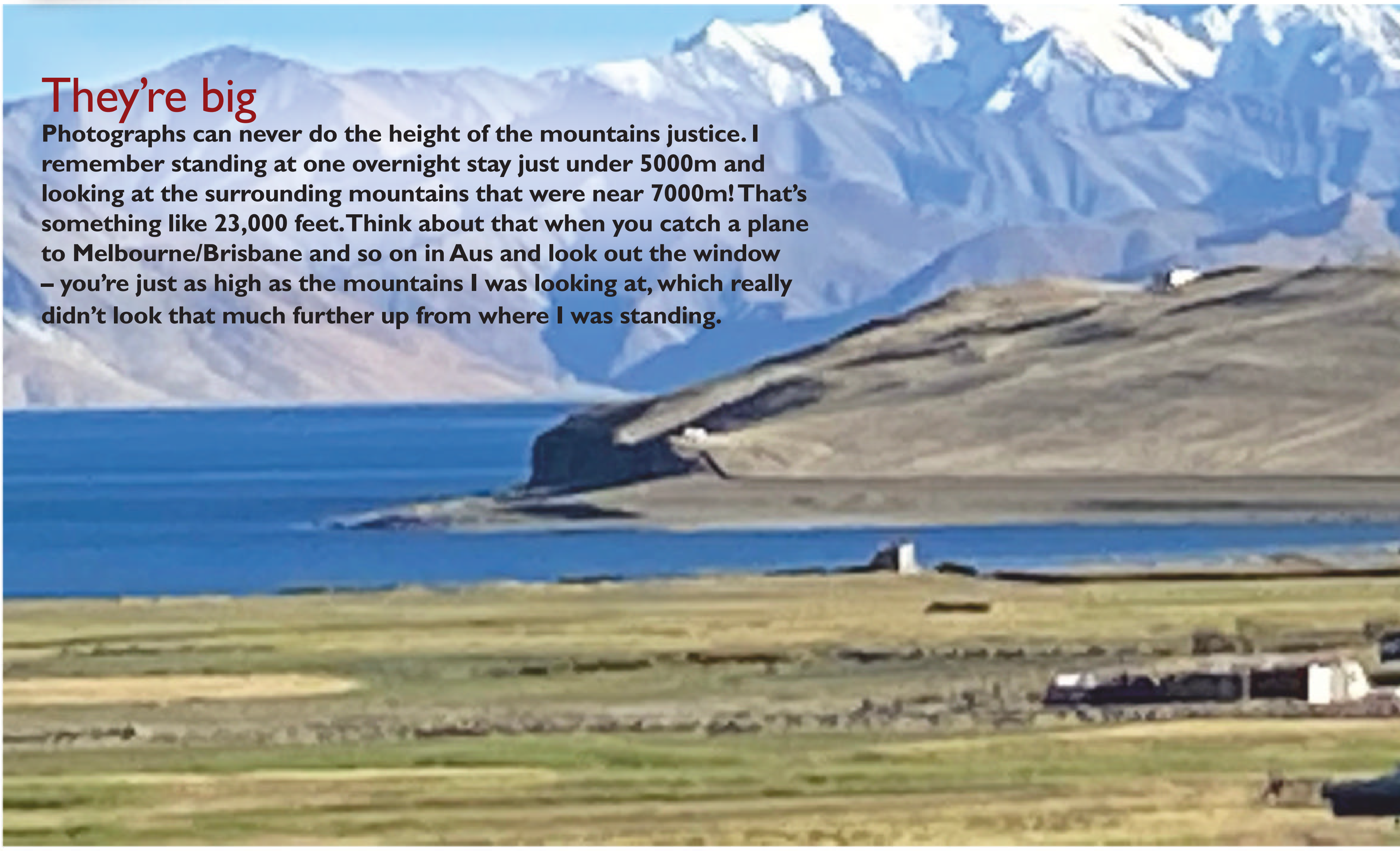

They’re big

Photographs can never do the height of the mountains justice. I remember standing at one overnight stay just under 5000m and looking at the surrounding mountains that were near 7000m! That’s something like 23,000 feet. Think about that when you catch a plane to Melbourne/Brisbane and so on in Aus and look out the window – you’re just as high as the mountains I was looking at, which really didn’t look that much further up from where I was standing.

when Dean and I set off with the photographers and videographers to get some special shots/footage for them I was told we were only a handful of kilometres away from where we ended up. I was so tempted to bugger off and go ride it, but when you get looks of, "this Aussie man mountain is truly insane" and told that I'd be arrested before getting near Umling la, I decided against it. Damn! LOL!

Day five - 220km

The biggest riding day of the trip, which in Aussie terms is nothing, however your speed during a trip like this is so low 220km is a full day's ride. We headed back to Leh, which included a nice shower. Yep, forget washing yourself with bore like water, you'll stink worse than having a shower in a can. For those that aren't familiar with that term, that's a can of deodorant!

As we made our way back down to the 'lowly' heights of Leh at 3.5km (ha!) the heat of the day really took its toll. Then as you get closer and closer to Leh the traffic gets heavier and heavier and more crazy – be prepared.

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I cannot underestimate how twisty the roads are during this trip, it's so much fun I rode the wheels off the poor little Himalayan at times, but, and I must stress, but, most of the corners you come across are blind and it's more than likely a truck will be filling the road and then some coming the other way. They do not give a shit about some motorcycle rider and you'll bounce off like a mozzie being splattered on the windscreen.

Day six - 110km

We headed for our final overnight stay at Tsokar. 5150m and playing cricket in a battle of 'India V Australia' – essentially the photographers and film crew versus Dean, Nigel and me on the only street passing through this 'town' and I mean that loosely as it really was nothing more than a few buildings. Moving the 'wickets' for the Army to roll through and what started as a muck around game got a bit more serious when some of the Indian film crew were quite good cricket players and bowling at speeds that made your eyes roll. I managed to hit a couple of fours and one six and out. I can't bowl to save myself as my left shoulder was stuffed at the time, but having played high level baseball as a youngster I could certainly pitch it like I was bowling. Chucking in some

सीमा सड़क संगठन
आपका चांगला दर्रे
पर स्वागत करता है
कृपया स्वच्छता का ध्यान रखें
समुद्र तल से ऊँचाई
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51
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2022
GO
CLOCK WISE

World cricket at 5150m!

What a group of lads – from the left, Jitten, Deano, Aakash, Nigel and Stuart (who has his, "How I got Leh'd" shirt on)

HOW I GOT LEH'D
DONATION
BOX
दान पात्र

HIMALAYAN
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HUM

curve balls, which might be classed as spinners was a good laugh as the 'Indian squad' would hit and miss, and some were smashed back to Australia.

Tsokar has a magnesium salt lake; Dean, Nigel, Aakash and I headed down for a closer look. I looked at all the magnesium salt and wondered if I could bag it all up to make a set of magnesium wheels for the race bike…if only. LOL!

Day seven – 122km

Last day of riding and back to Leh. Blasting through some beautiful bitumen roads between massive mountains was pure bliss. If only I had something with a bit more power I'd be riding crazier than I do here in Aus.

Back to the hotel, into the shower to feel half normal again and off for some beers with Dean and Nigel. Later this evening we had our final presentation, at which we were presented with our completion certificate, and other awards were announced for funny things that happened along the way.

To write about such an epic bucket list trip is quite hard, I find; all I can say is if you've ever wanted to give yourself a bit of a challenge of altitude and some of the roads, which will require off-road riding skill, Moto Himalaya run through Royal Enfield is something you simply must do. Do not think about it, just do it.

Don't drink the water, but maybe drink the beer

As mentioned, do not drink the tap water; it is a great way not to get 'Delhi belly'. Drink filtered or bottled water only. This is hard to stick to as our way of life is to grab a sip of water from the tap, brush your teeth, and maybe take a sip of water while showering.

You can drink beer, if you can find it, forget the scotch, it was shit. Ask the locals or at your hotel and they should be able to point you in the right direction. We found one place in Leh at the top of a café that served beer. Just bear in mind the altitude will get you pissed faster!

Yeah, we're okay! The snipers haven't shot us...yet

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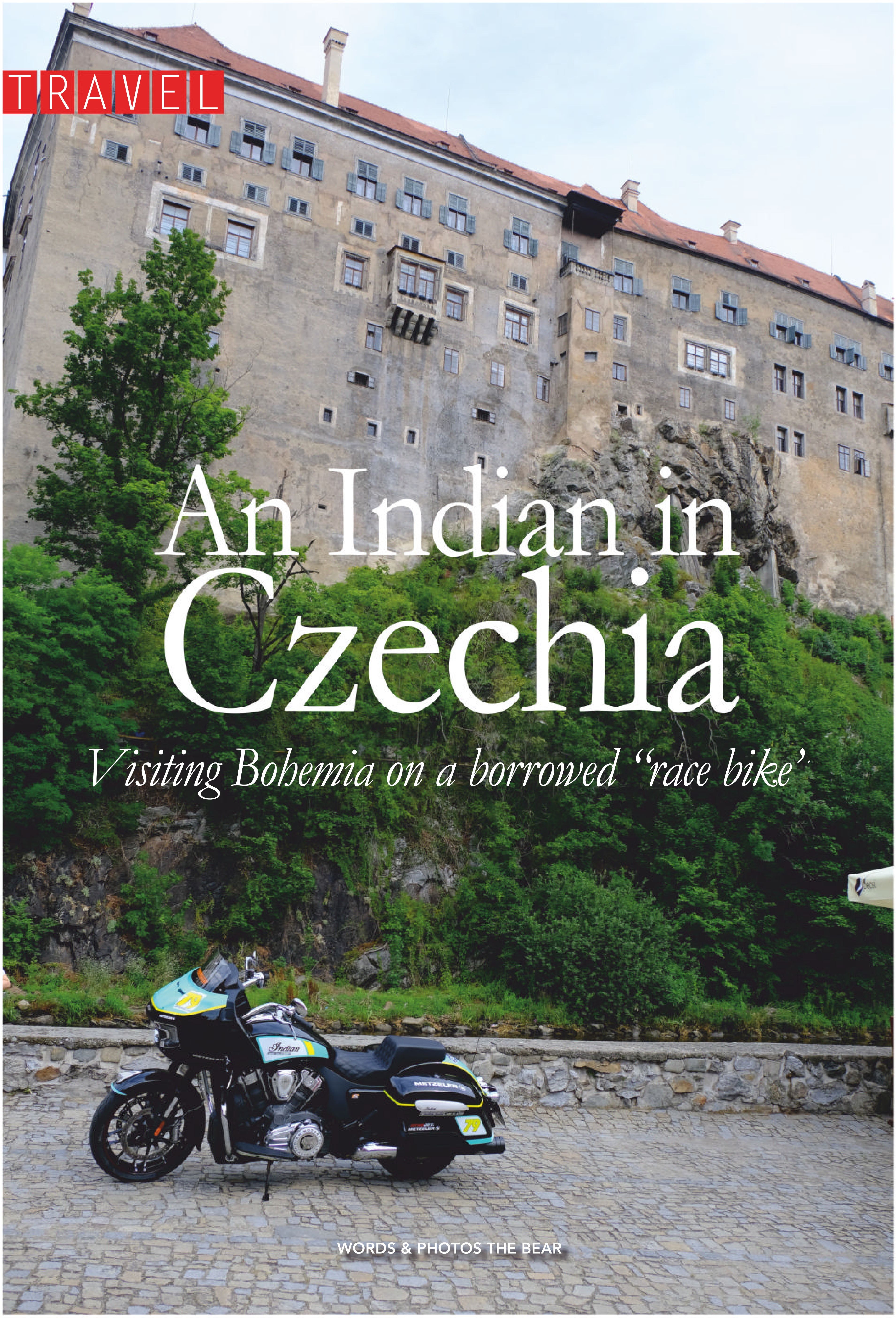
TRAVEL



An Indian in Czechia

Visiting Bohemia on a borrowed "race bike"

WORDS & PHOTOS THE BEAR

EASTERN EUROPE IS AN odd place. It's not so long ago historically that it was a patchwork of small countries, principalities and dukedoms. These amalgamated, divided and amalgamated again with different partners so you would never have been sure what piece of ground belonged to whom and from when. For an effective image of what that meant, take a look at maps of Poland over the last few hundred years. From a major power to a tiny remnant and back to a major power again before being split up by Russia and Germany, the place must have a split personality to this day.

Bohemia/Moravia/Slovakia/Czechoslovakia/the Czech Republic and now Czechia (Czech people don't like "Czech Republic", for whatever reason) must be much the same, except you don't notice it. Allegedly there is tension between the cosmopolitan Bohemians and the more rural Moravians, who between them make up just about all of the country. But it's hardly obvious.

It looks to be a placid sort of place – even though it was once the industrial heartland of the Austro-Hungarian Empire – and indeed there are heavily industrialised parts of it today, such as around Pilsen where VW makes Skodas. But in most of the country you see fields and meadows, cows and pigs, the usual components of a rural environment.

To be honest, though, there is at least one part of Czechia that has become a European symbol of polluted air: 93% of the inhabitants of the Ostrava region are dissatisfied with the situation caused mainly by high density of heavy industry. According to them, air pollution in this far north-eastern city and its surroundings is an urgent problem. One of the reasons of the appalling state of air pollution is ArcelorMittal, the biggest smelting facility in the Czech Republic. I guess what I'm saying here is, stay away from north-eastern Czechia.

I first visited what was then Czechoslovakia back in 1971 when my maIn interest was the excellent and cheap beer. My next visit, in 1988 around the time the Iron Curtain fell, was also centred on beer but this time it was professional interest. I was editor of the Australasian Beer Guide, and wanted to see just how brewing had been carried out and how it was expected to change. I've been back a couple of times since, but only in the western part of the country.

I was there again recently, and although I once again only visited the western part of the country I did get to Prague and to the north. Riding a borrowed Indian Challenger Limited that had been used for bagger racing in Munich and still bore all the stickers, I discovered a terrific country for just riding.

With a network of country roads that probably go back to well before the Middle Ages and a bike that just thrives on being punted into corners fairly hard and then powered out with all the punch offered by its 1768cc vee twin I could hardly have been on a better bike. Of course I didn't need the 122 horses or the amazing collection of electronics, but it was fun to have them all.

I found the place much the same,

The riding is wonderful, traffic is light and drivers are courteous

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Satisfy your body
and mind by VIP massage.
You can relax and unwind.
RESTAURANT
U
ŠPIRKŮ

although I have to admit that the roads were much better than they had been 40 years earlier. "Ha! It's all just recent," said the Bavarian BMW rider I met at a petrol stop. "And paid for by the EU with money from the German taxpayer!" There are many ethnic Germans in Czechia, so maybe it was a matter of looking after them instead of using them as a pretext to invade, as Hitler did.

But what is it like, apart from being mainly placid and rural? Czech motorists are almost unfailingly polite. They handle their Pilsen-built new Skodas with the sort of care that comes from remembering when you couldn't even imagine having a proper car of your own. They made the jump from the two-wheeled, often home-built and mostly Jawa-powered cheap dálníks to Skodas without apparently considering taking the sideways step to ordinary motorcycles. Most of the bikes on Czech roads have out-of-country plates and are big BMW GSs. Local bikes are predominantly Japanese or Italian maxi scooters – and occasional Harleys and Indians.

It is not hard to see why Bohemia and Moravia were so sought-after

If I had expected to stand out on the Indian Challenger Limited I had borrowed from Indian in Munich, I would have been disappointed. That's despite the bike having been used for Bavaria's first attempt at bagger racing against a BMW and a Harley, and being decked out in lurid advertising. Nobody paid much attention except a couple of blokes in the tourist centre of Chesky Krumlov, who were stoked and couldn't get enough of the bike even though we didn't have a common language.

The riding in Czechia is wonderful. Not only is that road surface courtesy of the Germans in excellent condition but the surveying, done before the days when large amounts of earth were commonly moved to straighten the lines of the road, wanders pleasantly through the verdant countryside.

PEDAL CAR MUSEUM

Pension
u kapličky

Signposting is frequent and consistent. Traffic is light, and as I mentioned, drivers are courteous. So are police officers. Motorcycles have considerable leeway when parking; not quite as much as the still-common bicycles but enough to allow you to stop on the footpath and lock your bike to a handy pole. No offense intended to any Polish readers.

Unlike western Europe, where you are lucky indeed to find a stretch of road that has not been tarred – and even luckier to find such a stretch that you're actually allowed to ride – Czech country roads are still quite often gravel or even dirt. Mind you, I doubt they'll be that way much longer. Back roads may still be narrow, but they are increasingly surfaced.

The landscape is wonderful too, lush and green and bursting with vegetable vigor. It is not hard to see why Bohemia and Moravia were such sought-after territories. The main difference seems to be that while the Bohemians in the west produce (excellent) beer, the eastern Moravians drink wine and slivovitz, a plum brandy. Oddly, the Moravians are more religious, more rural, and will tell you they're more laid-back than the uptight Bohemians. So why were the precursors of the hippies called Bohemian, not Moravian?

Some things continue to be odd. Consider that Prague is a major tourist city. Despite that, and fumbling efforts with brush-and-pan sets as well as street vacuum cleaners, much of it is dirty. The relatively new railway station has a lot of glass facing the street, and none of it has ever been cleaned. Horizontal ledges on buildings look warlike with long spikes to keep the pigeons off, so someone is aware of the problem – but nothing except the spiking is done about it. Statues routinely look as if they've been sprayed with toothpaste, and are stygian black under the streaks.

Tourism is a bit of a scourge in Prague and in the other main centres like Karlovy Vary (Karlsbad) and Pilsen, but as a motorcyclist you can easily travel a totally unspoilt Czechia. Just stay off the main roads and out of the main cities – and away from the north-east. There is plenty of affordable accommodation everywhere, and motorcyclists are welcome everywhere as well.

DESERT TRIANGLE, WESTERN NSW

A BIT OF EVERYTHING

WELCOME
TO
WHITE CLIFFS

WORDS & PHOTOS THE BEAR

BROKEN HILL

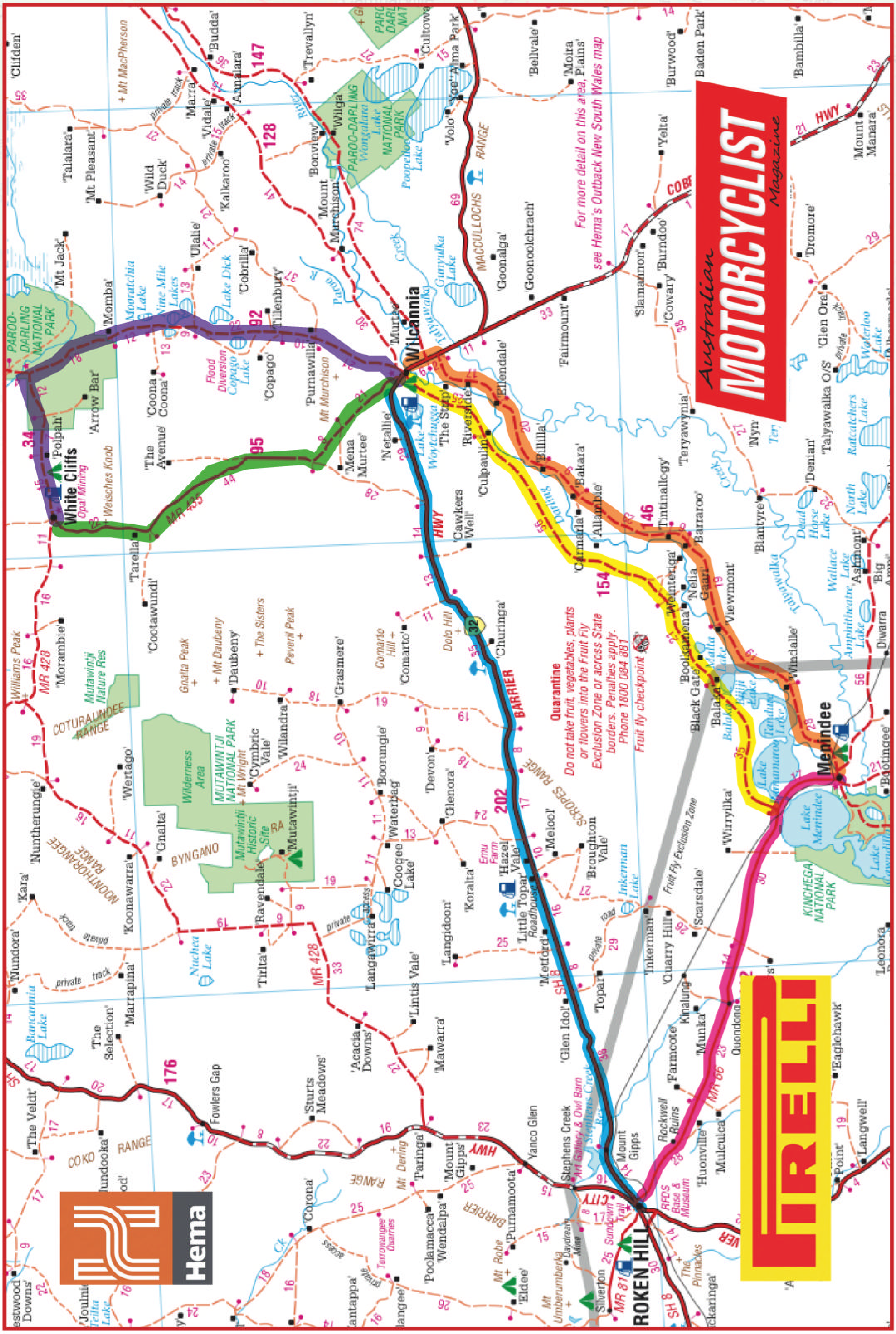
One of the state's largest and most sophisticated inland cities, The Hill is an interesting place with art galleries and good cafés as well as plentiful accommodation. Doesn't sound much like a down-at-heel mining town, and it isn't. The place has reinvented itself quite successfully as a tourist destination. Ask someone who's been around for a while where the Honda Motel is; Honda used to test cars and bikes here, and the test teams always stayed in the same motel.

Unlike most places where they fence off the old mining equipment, you can ride right up to it and get some interesting photos with your bike.

QUONDONG PUB

No such thing anymore, sadly. The pub was the town, and when the pub closed the town completely disappeared. It's a shame the place is gone; it made a good lubricating stop on the long and not entirely interesting road between Broken Hill and Menindee. For amusement you could always try to pick the stretch where the long hands-free ride was filmed for Mad Max. The area doesn't get much rain, but once upon a time a really good soaking would see locals pop canoes into the creek up at the

UNDERGROUND
BAR


Wilcannia
White Cliffs
Opal Mining
Menindee
BROKEN HILL
Silverton
Mutawintji National Park
Paroo-Darling National Park
Kinchega National Park
Lake Menindee
Lake Pamamaroo
Barrier Hwy
MR 435
MR 428
MR 66
Darling River
Little Topar Roadhouse
Fowlers Gap
Scropes Range
Coturaundee Range
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Do not take fruit, vegetables, plants or flowers into the Fruit Fly Exclusion Zone or across State borders. Penalties apply. Phone 1800 084 881
Fruit fly checkpoint
For more detail on this area, see Hema's Outback New South Wales map
Fruit Fly Exclusion Zone
Hema
Australian MOTORCYCLIST Magazine
PIRELLI

PINK ROUTE

A straightforward run from Broken Hill to Menindee. Since the Quondong pub closed, there is nothing much along here. Not even traffic, since it's a kind of dead end. Don't be too tempted to exercise the wrist; there is occasional Highway Patrol presence and sightlines are long. The other potential problem is the abundant wildlife, particularly emus and kangaroos.

BLUE ROUTE

Part of Route 32, the Barrier Highway, this is a main road and has appropriate traffic. Little Topar provides the only fuel/food/anything else. Wildlife is not as much of a worry as it is on the pink route because the goats have displaced a lot of the native fauna, and they are generally too smart to get themselves run over.

GREEN ROUTE

Sealed all the way to White Cliffs from just outside Wilcannia, this is quite an enjoyable run. There are no stops along the way, and it is a little monotonous. Watch out for cattle in unfenced sections.

PURPLE ROUTE

This will get you back to Wilcannia from White Cliffs if you feel like sampling a bit of dirt. It's about 30km longer than the green route and the road is generally in pretty good condition. If there has been some rain it's probably worth asking locally before you take this road.

YELLOW ROUTE

Despite the gravel surface, this is the "good" road between Menindee and Wilcannia; the West Wilcannia Road follows the line of the Darling River but stays well away from its banks, a sensible choice considering that the Darling does flood, sometimes quite enthusiastically. I think this route is graded more often and more carefully than the alternative.

ORANGE ROUTE

The alternative, the East Wilcannia Road, gets the same kind of marking on the map as its opposite number, but don't be fooled. It is closer to the river and suffers from floods quite a bit, and much of it was sand last time I looked. The scenery is more interesting, or perhaps I should say that there is some scenery. Ask locally before you commit to this one.

Barrier Highway and ride them down to Quondong.

MENINDEE

Positioned nicely on the west bank of the Darling River, Menindee is a pleasant little place. It has one of my favourite pubs, Maiden's, and a good, comfortable motel across the road. It is also the staging point for the wonderful Kinchega National Park. The people are friendly and the town manages to be quite prosperous. I can't entirely figure that out, seeing that the grape-growing business is supposed to have failed. The locals would certainly like to see the rest of the road south to Wentworth sealed, which would mean more tourism and more prosperity. The road east to Ivanhoe is a bit of a challenge with deep bulldust.

LITTLE TOPAR ROADHOUSE

One of the few genuine Australian roadhouses outside the Northern Territory and western Queensland. There is nothing special about it, except that it is so typical.

WILCANNIA

Another town that lies on the western side of the Darling River, Wilcannia has a reputation as a bit of a tough place. I've never encountered anything here that would confirm that, but there you go. Wilcannia sits at the intersection of several tarred and gravel roads and has fuel and other supplies. Fill up at the BP off the main drag on the Menindee road and have a chat with the feisty elderly lady who runs the place.

WHITE CLIFFS

A town that subsists almost entirely on opal mining with a bit of tourism thrown in, White Cliffs is anything but a wild west kind of place. Streets in town are sand or gravel, but you can ride around and see the various mining activities without worrying about annoying anyone. The Underground Motel and bar is a fun stop, and the pub has quite pleasant dongas as accommodation. When I was last there the power was off so they didn't bother getting anyone to pay for beer, meals or rooms – they just trusted you to pay next day when the power was back on.

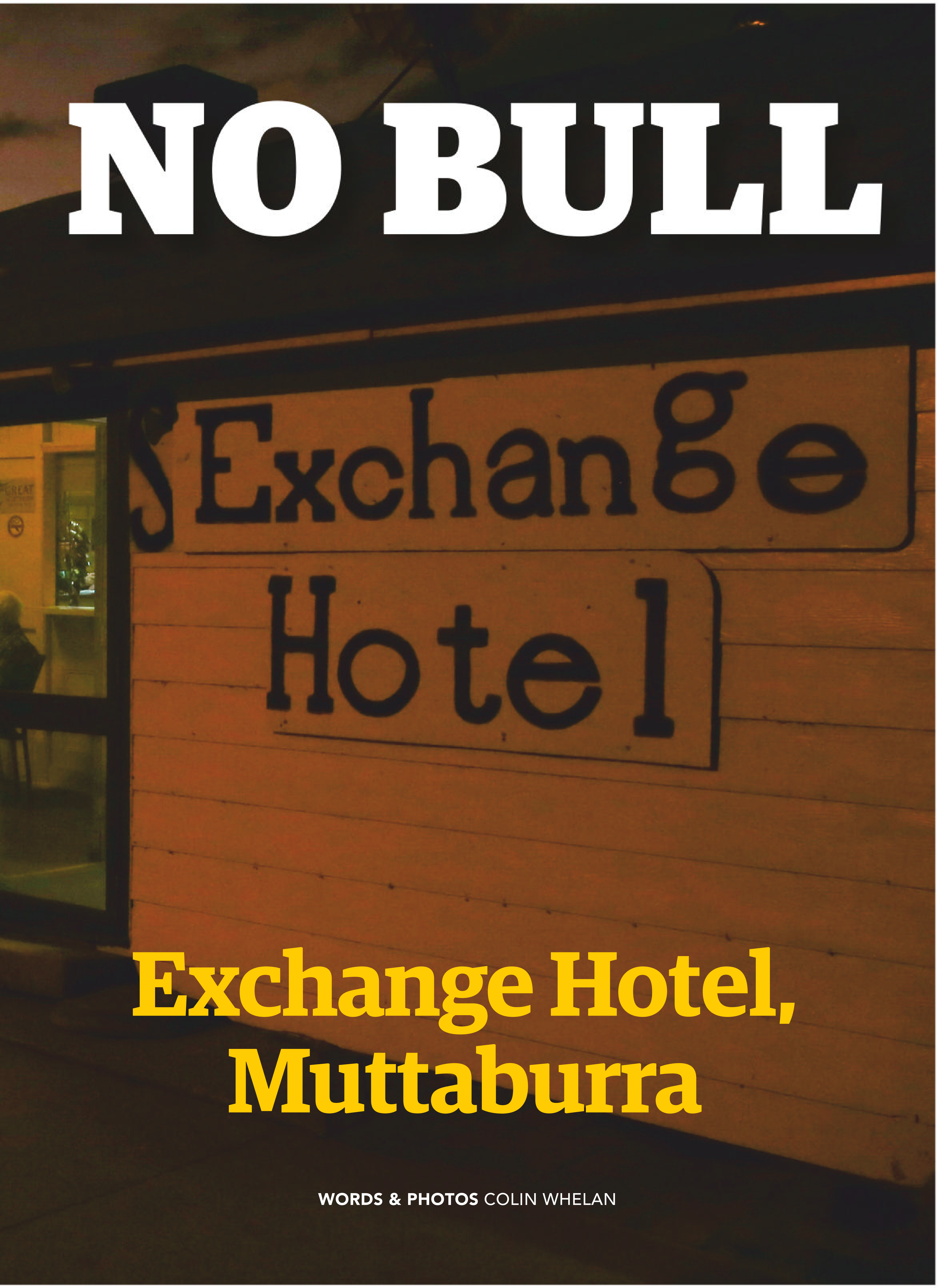
BARRIER HIGHWAY
A32
LITTLE TOPAR
ROADHOUSE
OUTBACK N.S.W.
TOPAR

PUB OF THE MONTH

RATED 5 OUT OF 5 HELMETS

Exchange Hotel

12 Bruford St, Muttaburra 4732
T: 07 4658 7125
FB: Muttaburra Pub – The Exchange Hotel


Exchange
Hotel

NO BULL

Exchange Hotel, Muttaburra

WORDS & PHOTOS COLIN WHELAN

THE CRAMSIE ROAD STRETCHES for a bit over 100kms north from the Landsborough Highway about 6 kms west of Longreach, to the Hughenden Road, just west of Muttaburra – the town closest to the geographical centre of Queensland.

By the time this edition of AMM hits the streets, there'll be a miniscule section – around 2kms - left to seal of this track and when it's done, it'll be the final link in what, for lovers of paved roads in red dirt country, (and good, very good pubs), will be an incomparable 400km outback loop.

(And if dirt is more your style, check the sidebar for a top option.)

I've already written about Ilfracombe's Wellshot Hotel – a real jewel out here (and how there's not a worthwhile pub any longer in Longreach), and I could really start at any of several places in this loop but let's start at Muttaburra.

Because, well, because Muttaburra Rules.

And because OF Muttaburra Rules.

I always thought rules come in three main categories: Legal rules, agreed rules and - in Oz and Kiwi since around 1910 - Rafferty's Rules. But, ah, out here they invented a whole new category.

I park Super Ten out front of the Muttaburra Pub where someone's added an 'S' in front of its displayed name turning it into the SExchange Hotel and head in past a few old fellas on the small veranda and grab a black fish.

Behind me, high up on one wall of the bar – so high it can't be used anymore - there's what I grew up calling a 'hookey' board. A round board about 18 inches across with 12 or 13 hooks on it, each with a number from 1 to 13 underneath. Stand back like you do at darts and throw rubber ring seals from mum's preserving jars at the hooks.

Below this board, pinned to the wall in a plastic sleeve there's some doggerel verse written on a sheet of paper. I don't see them when I first walk in but then, first cold frothie in hand, I do a lap of the room and, well the poem is obviously about something. Major.

But hold that thought for just a bit whilst we do some background.

In 1932 the Rocky Morning Bulletin ran an interview with Eustace King who arrived up here in 1877 and who worked on the famed Bowen Downs Station. (Again, I'll get back to that.) One of his yarns was from when Muttaburra's horse race track was around the town's then two hotels.

One year he took "Paddy" one of the Station's better horses to town for a meeting and, ridden by a local indigenous jockey, it came home first in the main event.

But "The "forties" in charge said the race was started in front of the post and ordered it to be run again. Again, Paddy won. Then the committee declared all the field had run inside a post and a third race was ordered. Paddy's donkey-licked the others so badly that no excuse was forthcoming and so, after three runs, Paddy got the race. The expression. "Muttaburra rules," is easily understandable."

About the same time the Townsville Bulletin described Muttaburra in the 1870's as:

"a keen racing centre …. Hurdle races and steeplechases (as well as flat races) were staged … (and) … "rare stories used to be told of the Muttaburra races, and the all-in term, 'Muttaburra Rules' originated therein."

Yep, way before Rafferty's, there were Muttaburra's and they weren't confined to just horse racing.

The newspapers of the time applied them to the no-holds barred behaviour in parliament, to football games (when their home team lost), pub brawls and even street hoons – pretty much everywhere a middle finger was extended at accepted norms from a bare-knuckle fist.

Just a few years after Paddy won the same race three times, a bloke who'd

had a stint in the town's hospital in 1887, was busted in Muttaburra for selling the same horse two times. He'd already started making a name for himself as a breaker-in of horses and he was starting to get some of his poems published in the country papers.

Just a few years after Paddy had triumphed over Muttaburra Rules, a poem titled 'Old Harlequin' appeared in the 'Queenslander' newspaper. it was signed simply: “THE HORSEBREAKER” Muttaburra.

The poet's nickname was no idle boast, but if there was one thing he broke better than horses, it was rules: rules of contract, rules of decency, rules of civilized behaviour.

Back in 1881 he'd married Daisy O'Dwyer but then he'd welched on the five quid fee of the minister who hitched them and got charged with theft of some pigs and a saddle. Daisy walked out on him, and soon bigamously married a bloke in Berry, just north of Nowra, named Jack Bates. Despite marrying again later, she remained as 'Daisy Bates' for the rest of what became her famous life

Meanwhile 'The Horsebreaker' of Muttaburra was quickly getting a name for himself on a few other fronts:

Firstly, there was his profligacy: a noted female journalist of the time, carefully omitting to deny she'd ever had a tryst, wrote: “… he MADE LOVE INDISCRIMINATELY to all the girls and the younger married women, insisting to me that that was the very best way to entertain them and keep them happy”

Secondly there was his failure to pay his bills: One paper commented after his death: “ (he) brought the art of being a sponge on other men's generosity to a fine art, and for bilking hotelkeepers and tradespeople he was unsurpassed…. From North Queensland to South Australia there appears to be hardly a town that he did not bleed.”

In the end karma prevailed and this fella – an Englishman who'd lied about having an aristocratic bloodline - whose 'worthless life … quite destitute of … moral principle' had his 'Muttaburra Rules Account' settled in full. By a firing squad in South Africa.

By then he'd shortened his preferred moniker to simply 'Breaker'. And the surname he'd assumed was 'Morant'.

And he wasn't the only, or the last,

S Exchange
Hotel

to perish in the mire of Muttaburra Rules.

Remember that hookey board high up on the wall of the bar? The one with the poem in a plastic sleeve below it?

Well, the wall it's on is just thin ply separating the bar from the hallway to the accommodation rooms and if you go around the other side of it about a metre and a half up from the wooden floor, you'll find a small hole. It's a bullet hole. Something around a 33, they reckon, and it's been there for almost 50 years.

Brian, a local who still drinks at the pub reckons he was there on a particular night in September 1973 and had been playing what he calls 'quoits' and darts with two shearers who were both

BROMPTON
BLUE
MUTTA
JHM
ABRACH
HOLMLEIGH
LAMBS
BELLIES
ROOMBA
AST CO
PEDAL POWER

BUNGOONA
LONGREACH
LMS
LEVUKA
LONGREACH
ANGORA
MUTT
COM
CREW
E W
Elis
COMB
DoDgY
HOLM

as full as the last bus. But he'd had enough and headed home, leaving the other two to bat on.

Smart move because not long after he left all hell broke loose.

I'll let Brian tell you:

"One of the shearers, went out back, got a gun and shot the other one through the ply wall... Then he chased another fella too who ran out the back of the pub and hid down near the stables.

Anyway, the shearer couldn't find him so went back to the bar and shot the first fella again in the leg but he was already dead. Then he jumped in a car but ran out of fuel and the cops caught up with him down near Longreach.

Another bloke was later found in the room 1 hiding under a bed clinging to the springs half frightened to death."

It was all over a disagreement about the rules of the game."

Don't mess with Muttaburra Rules.

I settle on a stool in the corner and pretty soon Sue, a local whom I've arranged to meet, rocks up and shares some stories of the pub:

"My mother's mother's father was Timothy John McCarthy, and he was known to everyone as 'TJ' and he had this pub built in 1899 and he ran it until 1911 when he transferred the lease but he kept the freehold. It was two storeys but it burnt down in 1933 and was rebuilt the way it is now in 1934. Old TJ continued living here until he died in 1954."

Sue was born here in Muttaburra

but moved away to Brisbane and then moved back again 38 years ago and the town and the pub were chugging along. But pub really started struggling with the drought from around 2017 but then in October 2019 it was suddenly closed – the publican just shut the doors one night and walked away.

Overnight the town at the centre of Queensland didn't have its own community centre - the (S)Exchange Hotel.

Sue was on holidays at the time, "and I got a call from Fiona who runs the shop next door and she told me what'd happened and said, 'You wanna pub?' And I said, 'well we don't want it to close so we'd better buy it'. With my great grandfather building it and the times I've spent in it, I feel a very strong connection to the place and just couldn't imagine the town without it."

So, Sue and Fiona and their husbands were in, but they figured they'd need some help and Sue knew whom she had to call. A fella in Tasmania.

A couple of years prior to this, Ken and Pam were disembarking their caravan rig from the 'Spirit' in Melbourne planning on a trip to WA, but their youngest daughter was about to have a baby, Ken's mother wasn't feeling flash and Perth seemed a long way away. So not too far from Station Pier they pulled over, had a mull and flicked through social media.

Meanwhile Muttaburra was a town in need. The whole place needed nailing back together, a coat or two of paint, plumbing sorted and a general makeover but tradies weren't even thin on the parched drought soil. So, they put out a call on Facebook, Blazeaid and some other sites.

Down in Port Melbourne, Ken and Pam saw one of their posts, checked their maps for just where the hell Muttaburra might be, gave each other the nod, changed the GPS and headed north to see how they could help.

Speak of the Devil, Ken's sidled up whilst Sue's been chinning and chimes in:

"That first time we came up we nailed things down and cleaned things up and carted away rubbish and all that sort of stuff – Pam did a lot of painting – everyone just did what they could. And we got to know some of the people, not all that well, but we liked the town and the people so we came back the next year. See Muttaburra is how Australia used to be, things don't get locked, people all talk with each other and support each other and the kids run around the town and everybody looks out for each other."

So it was Ken whom Sue called after she'd spoken with Fiona about buying the pub and re-opening it.

Ken: "When Sue rang me, I asked what sort of help she needed to save

FAIR DINKUM

Muttaburra (S)Exchange Hotel is a total blast of authenticity and friendliness. I mean, fair dinkum, this is fair dinkum.

The pub's rooms are a mix of doubles and twins and mine cost me a ridiculous 35 bucks. Bar prices are similarly rock bottom. You can throw a tent or swag around the back for nix if you eat and drink inside and the pub owns the adjoining motel if you are a more delicate soul.

Apart from the pub, don't miss organising a tour with Marguarite (ask for her at the pub) of the old Arratta Hospital and the old Cassimatis General Store. Plus of course the Muttaburrasaurus Museum right across from the pub.

Rain on the night before forced the last-minute cancellation of Muttaburra's major annual event and fund-raiser, the yearly race meeting on the track just out of town and with the place being in the middle of Qld surely someone can organise a Far Cairn Rally to this amazing township.

You can get a morning feed and coffee at Fiona's next to the pub. This town has it al.

Off the scale for character. Off the scale for value. Up there with the easiest 5 helmets I've ever awarded

the pub and pretty soon Pam and I, Sue and her husband Mal and Fiona and her husband Winky had formed a company and bought the place. Sue and Fiona and their husbands all had fulltime jobs but they ran it for 14 months, 7 days on, 7 days off and they got the pub back on its feet and got it in a very good financial position and they took no wages and this allowed us to re-roof it, and do up the rooms, the bathrooms, the hallways and the flooring."

In June 2021 they were strong enough financially and the pub was in good enough condition to put on a licensee. This coincided with the Council finishing development of the Muttaburrasaurus Museum across the road.

Ken again: "And once that last tiny stretch of the road down to Longreach is sealed, add the dinosaurs to the town's folk museum and the old hospital and we're all pretty confident about the long term health of the pub."

The great granddaughter of the bloke who built the place nods, "Yes, I think we've saved it."

And their efforts - along with the road sealing - have probably saved this town and that's a great thing, because when it comes to flyspeck outback villages with astonishing histories and a wonderful present, well ……. Muttaburra Rules.

But, if you consider yourself an ADV rider, you're in good company out here, because a lazy hour ride to the south-east of Muttaburra there's a town that identifies with one of our greatest ever adventure riders – and another fella who lived by his own version of Muttaburra Rules.

Harry (or Henry) Redford (or Readford) was born in a pub in Mudgee and grew to become Australia's greatest cattle thief. Pull up outside the ugly as virtue fluro green Aramac Hotel and slap in front of you there's a life-sized stature of a white bull.

Spectacular South Africa
Beautiful Baltics
Yaks 'n' Yetis
Moroccan Magic
Himalayan Heights
Awesome Andes
Incredible Iceland
Dalmatian Delights

**It's hard to believe, but this iconic image is now more than 20 years old.
It's a bit grainy; we took it on our first Andes tour, waaay back in the late 90's.**

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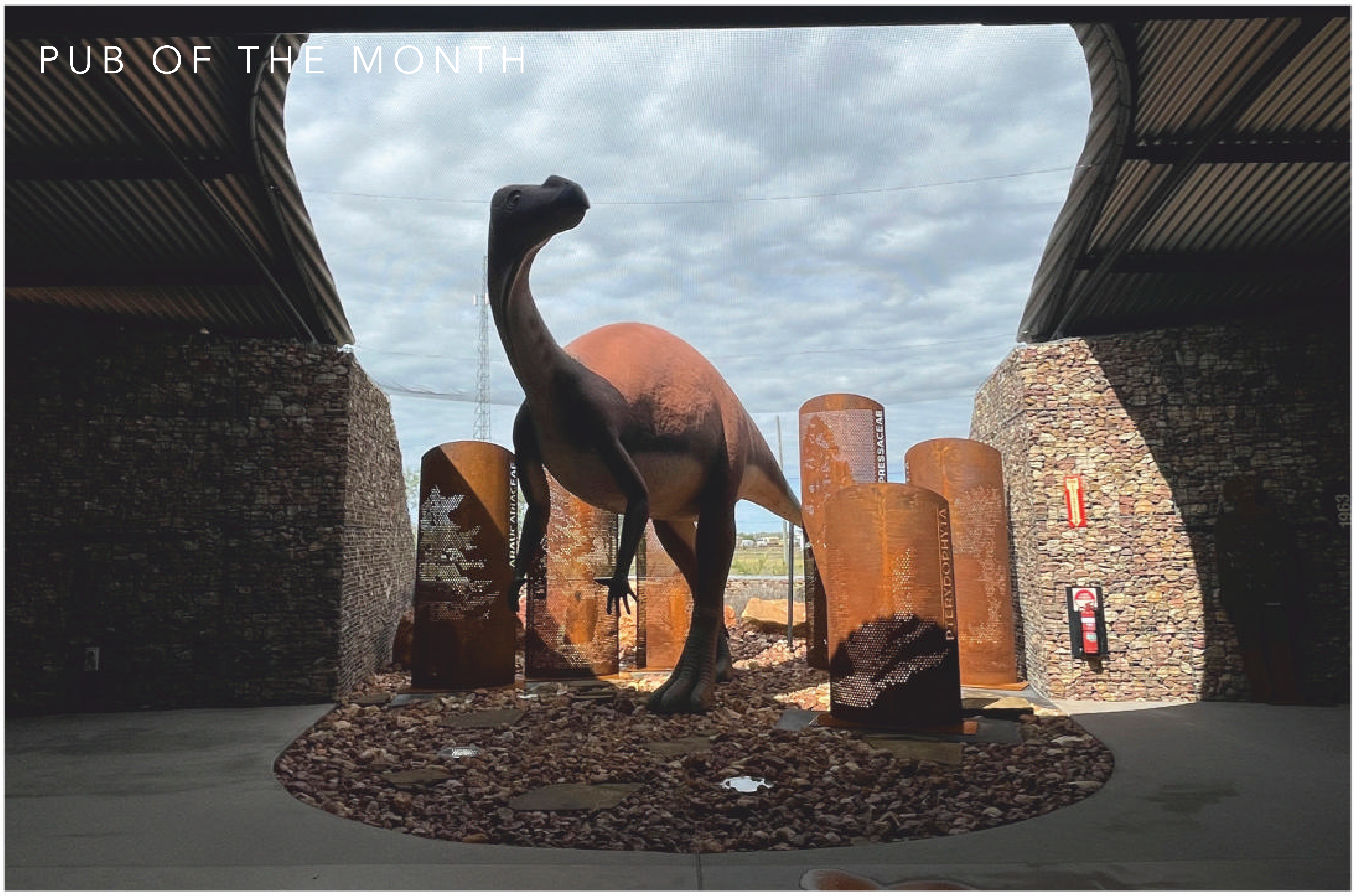

Below is a plaque explaining how in 1870 Readford and either 2,3 or 4 colleagues syphoned off at least 600 head of cattle from the vast Bowen Downs Station and herded them into yards they'd assembled on a boundary of the Station.

They split the mob into three groups, added a pure white bull and drove them west through uncharted country – country that a decade prior had claimed the lives of Burke and Wills - to the Cooper and the Strzelecki Creek and into South Australia where they sold 3 including the white bull to the first settler they found in exchange for three pairs of mole skin trousers, some rations and some plug tobacco.

Then they offloaded the rest to a single squatter closer to Adelaide in return for a promissory note for £5000.

Long story short but they got busted because the white bull was identified by staff from Bowen Downs and it took 3 years to get Readford to trial at Roma in Qld.

The evidence against him was overwhelming, but either through jury tampering or through admiration for his feats, the jury acquitted him. The dumbfounded judge required the foreman to repeat the decision and then exploded, "I thank God that the verdict is yours, gentlemen, and not mine."

Readford, not for the first time, had played the system and the rules and won. The prosecutor had been Ratcliffe Pring an occasional MP (for 7 different electorates), who himself was no shrinking violet. In 1865 he'd been coerced to resign from Parliament due to continually being off his face. A year before the Readford case – having been elected to a new constituency – he'd been totally pissed on the floor of the house, abused his opponents before punching out one of them, Charlies Clark and challenging him to a fight outside.

No doubt under Muttaburra Rules.

Anyway, the Government was so appalled by Readford's acquittal they suspended the right of the Roma court to hear criminal cases for a period of two years due to the impossibility of finding a dozen honest men in the town.

Back at the Aramac I park outside the garish pub and head in. At one end of the room a cat makes itself at home on the red pool table and at the other, around the bend in the bar, being sorted by Cody, who's on a break from his usual drilling job, four locals are chewing the fat, on stools which are pretty much their personal pews.

There's Ampi, Doug (Old Finchie), his son Malcolm (sitting in Jimmy the Moaner's place because he's away), and JL, who's the pub's chief parking officer, BlazeAid hero and alround top bloke.

We talk shit and share laughs for a few hours and then when it's quieter, Penny who runs the joint with her husband Tony gets out of the kitchen and sits down.

In April 2021 when the pub was suddenly without a licensee, Greg the owner called Penny seeking a hand. She gave up jillarooing and came back to Aramac to help her long-time friend, working turns of 21 days straight, 7 days off (during which Greg would fill in) until the pair of them took over the license on August 1st 2021.

The post lock-down months have been hectic, but her previous years of casual work have meant few surprises and this is one of those magic pubs that know how to make locals feel at home and visitors feel welcome.

We get onto the exploits of Readford, the white bull and his epic duffing and when I mention how different he was to the fellas I've met tonight, Penny laughs: "Forget a 1,000 head, they wouldn't steal a horseshoe."

Too right. These salts of the earth, they live by different rules.

NO BULL, THIS IS ANOTHER TOP PLACE

COUNCIL
ARAMAC'S ADORABULLS

A single long bar with Blackfish, Whitefish, VB, Gold and Bitter on tap plus a ginger beer and with schooner near the bottom of the scale out here at $6.50. Meals every day and there's an, er, interesting café just up the road for breakfasts.

The five accommodation rooms in old shearers' quarters that have been trucked in from no-one knows where, include 3 twin rooms and 2 doubles with a single. None with an ensuite. In the ex-TAB building beside the pub, there's a queen double, a single and a sofa bed that converts to a double plus a kitchenette and an ensuite.

Free camping for pub patrons is beside and behind the hotel and there's a Council amenities block next door open all hours but there are no showers for campers.

There's an interesting Harry Readford display (including books and souvenirs on sale) in the library down the road, a stunning-in-the-sunrise Anzac Memorial a bit further down and the old Tramway Museum on the edge of town is well worth a visit.

The Council offices are in town and out here that means all prices are kept down for the local workers.

Value for money is 5/5, unique character is the same and its friendliness for riders is an easy 5 helmets. Only wish I had time to spend a second night here.

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COUNTRIES
Slovenia, Croatia, Montenegro, Bosnia and Herzegovina
DURATION
18 days / 16 riding days
ROUTE LENGTH
2.500 km
(1.600 miles)

WORDS – STUART • PHOTOS – NICK WOOD PHOTOGRAPHY

HARLEY-DAVIDSON BREAKOUT

BAD BOY

'BAD BOYS, BAD BOYS whatcha gunna do...whatcha gunna do when they come for you..." The Inner Circle lyrics, which was used as the theme song for the TV hit show, "Cops" certainly applies for the Bad Boy, Harley-Davidson Breakout. "When they come for you" is me saying the Harley dealer will be coming to take your money as you won't be able to resist this mean mother of a motorcycle. A 'PH' fat 240mm wide rear tyre is mostly what anyone else will see, unless you're sipping a frosty at a local pub while others drool over all the chrome sparkling on the 114 V-twin engine.

It's long, lean and soul satisfyingly punchy. That Milwaukee-Eight engine is one you can sit on the rev limiter and pop the clutch and get all the thrills in the world. Whether you can handle all those thrills is up to you, but order some longer sleeved shirts as the massive 155Nm of torque will be stretching those arms, that's for sure.

HARLEY-DAVIDSON

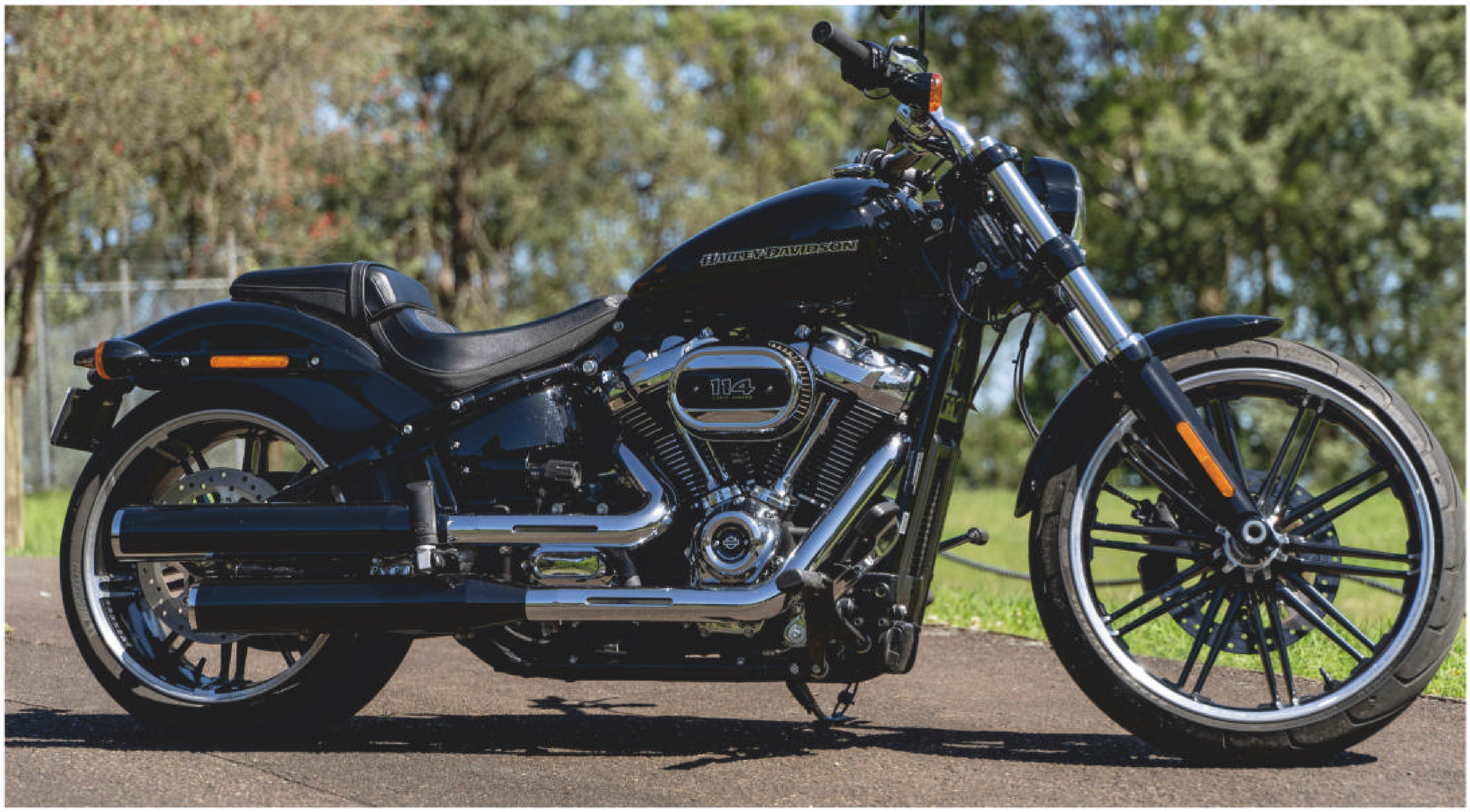
Handling is more a straight line blast than cranking it over and thinking you're a MotoGP star. A huge 21-inch front wheel with skinny tyre and raked out forks makes turn in pretty heavy, but hey, this isn't about scraping any knee sliders, the Breakout is about looking badarse. There is very limited lean angle so make sure you slow down when going into corners as you don't want to destroy those footpegs, nor scrap the twin exhausts. A rear preload adjuster allows you to adjust things how you like it, or if you've just picked up that supermodel from the beach and want a little more rear support – not that you should need it if she's a supermodel!

You could chuck a set of performance pipes on it and you'll be scaring little kittens with cute little knitted bonnets being pushed in prams by old ladies, or, you could leave it with the standard pipes which also sound quite alright.

Now, you might be thinking that such a bad boy would be bad in the comfort department, but you'd be wrong – the Breakout is actually one of the most comfy cruisers (unless you hit any sharp bumps, that is) of just about any mean mother looking cruisers. The seat is hollowed out with plenty of support around the sides, and while the riding position may seem less-than-comfortable from the side-on shots, the forward pegs aren't too far forward and allow you to support yourself nicely. The reach to the handlebar isn't too far either, while set wide for loads of leverage.

Braking is also not about performance, rather being minimalist with a single disc up front and smaller disc on the rear, though in the world of H-D they normally run the same front and rear. Despite the minimalist braking it's adequate for the job.

Buying the Breakout will break things out of your wallet, it is priced at a 'healthy' $36,995 and then if you want to bang on some accessories or performance pipes you'll be punching



above 40k quick smart. If not for the looks alone, there's cheaper and better Harley options to choose from for more practical riding, but that doesn't get you supermodels.

The Harley-Davidson Breakout is like the engineering department wedged the motor into a frame, stuck a flat handlebar and sexy wheels on then went home for some corn bread. The thundering 114 powerplant validates what an all-American approach to laid-back badarse cruising is about. It's full of soul, noise, vibrations and mechanical parts clanging, banging, spinning and pumping. Sounds good, huh! Go check one out.

Specs

HARLEY-DAVIDSON FXBRS BREAKOUT

MODEL: Harley-Davidson FXBRS Breakout

PRICE: $36,995 (plus on-road charges)

WARRANTY: Two years, unlimited distance

SERVICING INTERVALS: Every 8000km or 12 months

ENGINE: 1868cc air/oil cooled V-twin cylinder, 102x114.3mm bore/stroke

POWER: N/A

TORQUE: 155Nm @ 3250rpm

TRANSMISSION: 6-speed, wet multi-plate clutch, belt final drive

SUSPENSION: Front, 43mm telescopic fork, non-adjustable, travel 130mm. Rear, monoshock, adjustable preload, travel 86mm.

DIMENSIONS: Seat height 665mm, weight 305kg (wet), fuel capacity 13.2 litres, wheelbase 1695mm

TYRES: Front, 130/60/B21. Rear, 240/40/R18

BRAKES: Front, 300mm disc with four-piston caliper. Rear, 292mm disc, two-piston caliper.

FUEL CONSUMPTION: 5.96 litres per 100km, premium unleaded

THEORETICAL RANGE: 221km

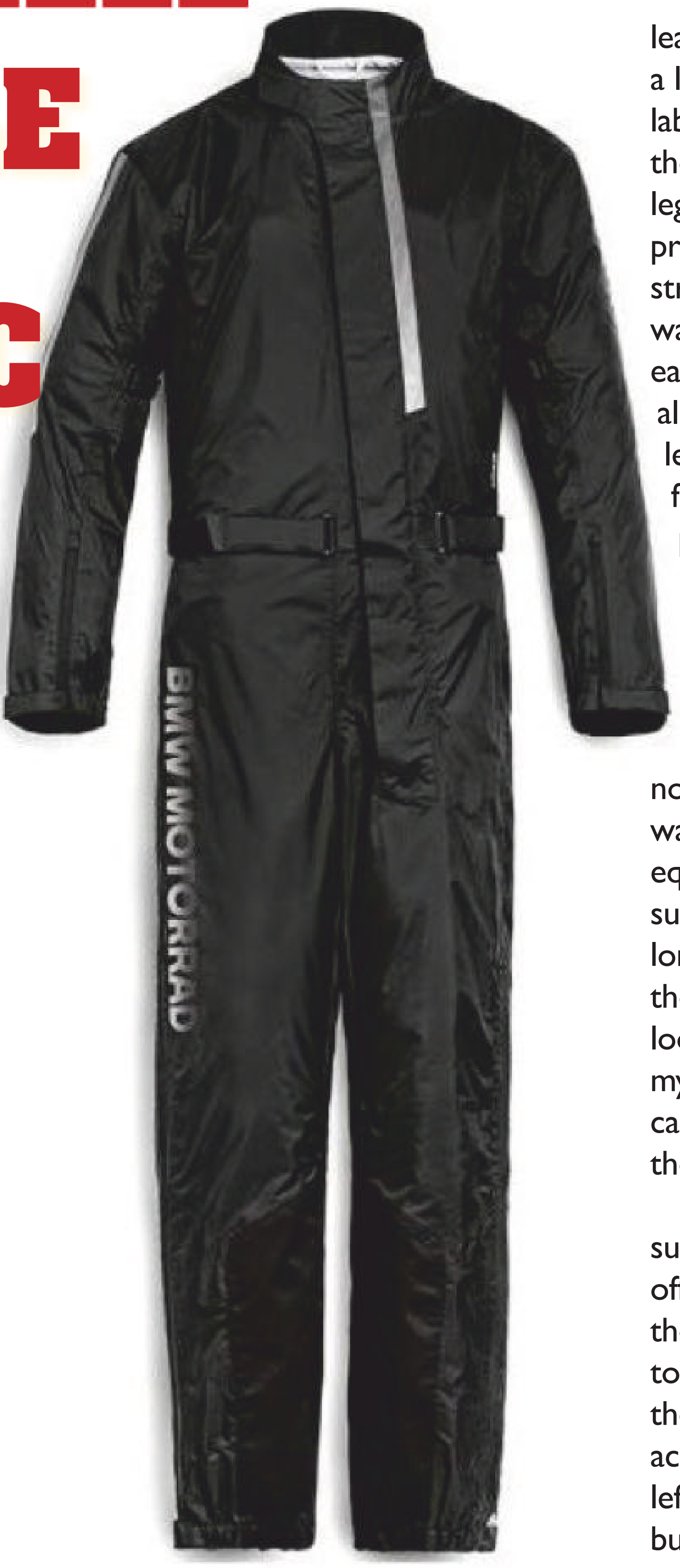
COLOURS: Vivid Black, Gauntlet Gray Metallic, Mineral Green Metallic

VERDICT: Simply badarse

SUIT-ABLE FOR AN ATLANTIC STORM

BMW UNISEX PRORAIN SUIT

PART NUMBER 76817921671, $285



I DIDN'T KNOW THAT I WAS going to be hit by an Atlantic Ocean storm cell when I was sorting out the gear for my recent trip to Europe, but I was only too aware of the need for rain protection that would last for a while. On a previous trip my wet weather gear had literally disintegrated, and the expensive two-piece I bought less than a year ago leaked from the first time I wore it. Time to get serious. The obvious top choice, given my experience over the years, was one of the suits from BMW. Never the cheapest, they have always been the best and I only disposed of my previous one because I had carelessly torn it.

According to BMW Motorrad, the Unisex ProRain overalls provide protection against wind and weather with their waterproof polyurethane coating. They are also thoroughly taped on the inside of the seams. "Elastic arm and leg cuffs and the integrated balaclava reliably prevent water ingress. Reflective prints significantly increase visibility even in adverse weather conditions." Good, good.

I don't know if you have ever ridden in one of those Portuguese storm cells, but I can tell you they pack a punch. The weather rolls in from the enormous fetch of the Atlantic and wind and rain combine to produce a kind of aerial swimming pool complete with agitating machinery. Copious quantities of rain come from above, all sides and below – an excellent test of a rain suit.

The BMW Unisex ProRain suit, part number 76817921671 (BMW owners do love part numbers), is a one-piece wind- and waterproof rain suit made of nylon with waterproof polyurethane coating. It has heat-resistant material at the inside-leg area and non-slip material at the seat. The high collar with its integrated storm hood prevents rain leaking between suit and helmet. There is a long, easy-access front zip fastener with labyrinth closure and Velcro fasteners on the side for optimal wind protection, long leg zips on the outer sides and reflective print on sleeves, back and chest. Velcro straps on the upper arms and an elastic waistband at the back with one fastener each at the front on the right and left allow width adjustment, while arm and leg cuffs with elastic band and Velcro fastener keep things rain tight. The suit packs into its own little bag with a carry strap.

The ProRain overalls came through for me, where many of my companions' suits didn't. I was dry after every stop. All I have to do now is get me hands on some truly waterproof gloves and my feet into some equally effective boots. While on the subject of boots: the BMW suit is quite long in the leg, and the combination of the protected leg zip and hook-and-loop fastening tab kept it secure around my boots. What water got into them came through the seams of the boots themselves.

The length of the leg zip meant that the suit was easy to get on without taking off my boots, and a clever little clip on the interior bib meant that I didn't have to stretch that to get into the body of the suit. There is a single chest pocket accessible from the outside at the upper left which is useful for things like keys, but it also creates one slight difficulty – it is easy to get your hand on the wrong side of the pocket when you're slipping it into the left sleeve (at least for someone as congenitally clumsy as me). You then have to repeat the operation. The other drawback is that the suit is not breathable, but you can't expect that with this kind of gear, at this price point. **JPT**

(The ProRain suit was provided for assessment by BMW Motorrad. They are not getting it back.)

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PORTUGAL

THE FOOD... AND THE RIDING!

WORDS & PHOTOS THE BEAR

IT'S NO SECRET TO you, if you've been following my tales, that IMTBIKE is a tour operator whose work I have enjoyed. It is no accident that they are offering a tour for Australian Motorcyclist readers. My most recent experience with them leads me to suggest that you could hardly do better than to sign up for it!

I did the 'Essence of Portugal' tour, a short (8 days, 7 of them riding) and intense experience. Our guides were Roger from Barcelona and Mikel from the Basque country; Paulo, the perpetually cheerful Lisbon IMTBIKE agent from whom we collected the bikes turned out to be from Timor, with his family scattered all over Australia.

Heading out of Lisbon, we made it to the Ponte 25 de Abril, the older and shorter (but still impressive) bridge across the Tagus estuary to the south, without losing anyone. That was a good omen for the ride. We had the first taste of what was to become a bit of a theme for the ride: roundabouts. Seems the Portuguese just love them.

Our only experience with road tolls was pretty funny. The allegedly automatic toll gates refused to accept some credit cards, and some riders were a bit too keen and crowded their lane which led to protest shutdowns by the card readers. Mikel had to go back and do some sorting out.

Once past the short run on the tollway, we were on our way to one of the highlights of the tour, an excellent road over the steep mountains of the Serra da Arriba natural park. With lots of corners and views over the Bay of Setubal this was clearly a popular road for Lisbon riders who found our relatively relaxed pace a bit of an obstacle.

After a coffee stop – coffee is good all over Portugal -- a short ferry crossing took us to our first lunch stop. Tia Rosa, south of Lisbon on the corner of the N261 and the M107 in Melides, offered the choice of… duck. Not even duck, duck or duck – just roast duck. We all accepted the offer, and a subsequent look inside the restaurant showed that everyone there had made the same choice. A little bit of research afterwards showed me that Tia Rosa is nationally, if not internationally, famous for its… roast duck. It was more than ample, superb, and outstanding value for money.

We turned east and then north across the relatively flat landscape on good, grippy roads to our overnight stop in Evora with its amazingly long and well-maintained city wall. Our hotel was the modern Aqueduto, true to its name near the ancient 9km aqueduct, with a well (sorry) preserved, glass-covered well in reception.

Mikel and Roger handed out our 'prizes' that night and we each scored a T-shirt, a cap and a bunch of stickers. I hadn't done my washing for a little while so the T-shirt was especially welcome…

The food continued to be excellent – just one more example: Churrasqueira Alverca in Oleiros is a perfect example of the hidden gem. The place is in a bit of an industrial area and looks from the outside like precisely the kind of basic café you would expect to find there. Even inside the look continues, and it was only when yet another outstanding roasted dish, chicken this time, arrived that we realized that we were in another famous eatery. One serious problem here was that the food kept on coming…

The food wasn't the only thing that continued to be excellent. One morning found us riding through unexpectedly rugged mountain scenery on a wonderful bike road up to Portugal's highest point, Torre in the Serra da Estrela. It reaches just under 2000 metres, and Mikel noted that "they built a tower on top to make up the difference so they could say it's 2000 metres!" Torre is 200 metres lower than even its Australian equivalent Mt Kosciuszko, but that doesn't mean that Portugal is flat like Australia. Instead it is a network of low mountains cut by river canyons and surrounded by fertile plains. That makes for good corners

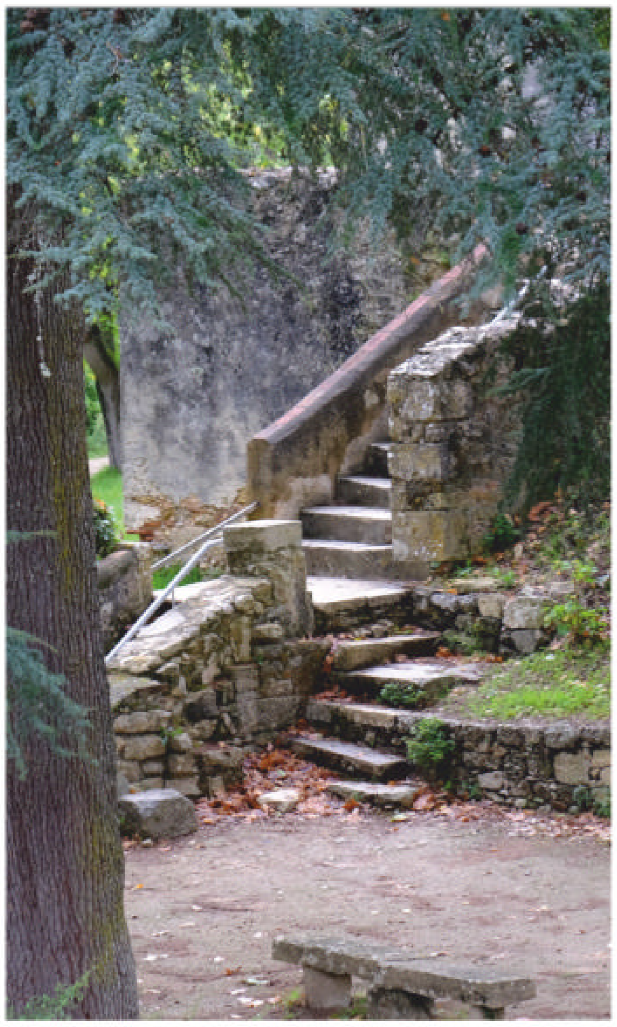
Portugal's size just means that you can actually see a major part of it on a week-long tour.

and faster riding on the flats, although there do seem to be a lot of radar cameras. Oh, and you can ride or drive to the very top of the mountain. We were in the clouds at that height, but the fog didn't last long, and we enjoyed the opportunity to tackle some serious corners.

Then there was the accommodation. One night, in Coimbra, another walled city, we stayed in a truly outstanding posada in Quinta das Lagrimas. Set in a wonderful park, this is a palace built in the 18th Century and rebuilt in the 19th after a fire. It hosted many famous figures including the Duke of Wellington, in whose bedroom – but fortunately not bed – I suspect I slept as part of the suite I occupied that night. Style? Try 12-foot-high doors to my rooms!

There was an apparent mystery that accompanied us for several days – trees with smooth, dark brown trunks at the bottom, but natural-looking bark further up. It finally dawned on me: they were cork oaks, and the lower bark had been harvested. I wonder what will happen to this industry as the Australian-invented screw tops spread, even for high quality wine? One possibility might be the FR-1 pushbike saddle invented by a Scottish company, and made from cork. Cork is actually pretty durable and lightweight.

We headed west to Porto along the steep-sided valley of the River Douro, and for the first (but not last!) time we struck rain. A quick stop to change into wet weather gear and we were off through sometimes six-inch deep dirty water. We arrived in Porto wet on the outside and, at least in my case, reassuringly dry on the inside in my



new BMW rain suit.

Our days were spent on twisting back roads and crossings over deep river valleys. One day took us to Tomar, one of the main bases of the Knights Templar in Crusader times. Their castle above the city, built with input from the defensive science of the Moors, is a particularly pleasant place with carefully maintained gardens setting off the sheer walls. The Castillo de Tomar feels as if it could come back to life with battle-hardened knights strolling through its lanes.

Some of my friends asked me why I was going to Portugal. "It's so much smaller than Spain," - "Isn't it a bit boring?" Well, so what and no. Portugal's size just means that you can actually see a major part of it on a week-long tour. And it might lack the range of landforms and climatic variations of Spain; there is no desert, for instance. But that doesn't add up to being less interesting. It's more intense, if anything. Places are just as historic but closer together, tourism is less ubiquitous, the people are just as nice and it's cheaper.

Not that I want to rubbish Spain. My first trip with IMTBIKE Tours was in Spain, and that was just as much fun as this one. What I do want to do is recommend IMTBIKE Tours, wherever they take you, and thank Scott, the boss, for my invitation as well as guides Roger and Mikel and Paulo in Lisbon. Should you want to just hire a bike for a Portugal experience, Paulo's the man to see.

RZ500
YAMAHA
DUNLOP
A
109

RZ Central

Who doesn't love a bit of two-stroke goodness!

WORDS/PHOTOS – PICKO

PENRITE
B 157
AON
107
TOKICO
ROSSO

WHEN THE TINKERING GENE and a love of RZs are passed on to a younger generation, the force can be strong.

When your bike is left behind by newer machines with better handling, huge brakes and tons more power it's probably smarter to just trade your old bike in and go new. But when you have a passion for Yamaha 2-strokes this is simply not on. The answer is to modify your older bike with some newer goodies so it can compete with the newer bikes and give you a whole lot more street cred at the same time.

This was the case for Adelaide's Ron Steinmuller who has kept his passion for early Yamaha strokers alive with a couple of highly modified RZ500s, a Kenny Roberts replica and a trick street fighter.

Not only that but Ron has passed on his love of tinkering and RZs to his nephew Craig Webber, who owns the RZ350 you see here.

Ron's 500s

"I've always been into '70s and '80s bikes," said Ron. "They were always Yamahas though. I have done up and raced pre 1975 Moto X bikes and wanted to try my hand at a road bike.

"My first build was a 1984 RZ500 factory replica which I started in 2011. I had extra frames and parts left over from buying other people's leftovers while trying to complete my first bike. It seemed to me that I had to buy half a bike to get a couple of parts that I needed.

"I always liked the TZ road racers and grew up around them. The RZ500 was the hot bike at the time and a copy of the road racers. A friend had one years ago and used to rave about it. I'd always thought, I've got to have one.

The Engineering

"The Kenny Roberts replica has a Phase 1 port where I sent the top of the engine to Bill Wilson in America for the porting work, and the Streetfighter has 28mm Keihin carbs with opened up reed valves.

"Finding genuine 'cosmetic parts' that weren't over the top in price was difficult, for example, parts like the stone guard, fairing and mirrors. I fitted billet fork yokes and made an oil tank to fit under the seat.

"I did the engine rebuild myself, they are pretty simple to work on but the people at Coast Yamaha/KTM (especially Tim's parts knowledge) were very helpful. Snowy Ardill did the frame mods, Daniel Stone the paint, Racebike Services the suspension, CDS Tooling for specialty machine work and making up parts, exhausts came from Jim Lomas – JL Exhausts, and the barrels as I said earlier went to the US for specialty porting. I had some previous association with the local guys and all of them own bikes. They seemed to like the challenge when I'd show up with something different, well at least I hope they did.

"A wide variety of different brands of parts were used on both bikes. The Streetfighter has Suzuki RGV forks, swing arm and wheels and Nitron shocks.

"The K.R bike I wanted to look standard, all the mods are internal plus Race Tech gold valves on the front forks and a Nitron rear shock. I also used aftermarket discs and braided lines for both bikes.

Friends With Benefits

"I got plenty of inspiration and technical advice for the modifications from RZ forum sites. Any problems you have, you can always find out an answer from others willing to help.

"I had loads of trying times with the

YPVS
YAMAHA
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YAMA

Kenny
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ÖHLINS
GAS SHOCKS
SWEDEN
YAMAHA
CHAMPION
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HA
YAMAHA
109

builds, but I never wanted to give up. One major problem was having to pull the motor apart multiple times after using aftermarket gaskets that leaked. Also getting the jetting right with four carbs is an ongoing challenge.

"I think the highlight for me, or the 'special moment' you might say was when all the hard work that went into building the motors came to fruition, and they looked like factory engines. Seeing the finished paintwork when I went to collect the tank and fairings from the paint shop and just seeing the refurbished parts come to life was also great and would give me the burst I needed to keep going."

The Cost

"Building both bikes cost heaps, I lost count," continued Ron. "I bought these bikes in pieces and there were lots of parts that were damaged or missing.

"I sourced a lot of parts on Ebay and ordered some from reproduction sites like Yambits in the UK. When you convert to AU$ and add shipping costs it quickly adds up and waiting for a rare part to come up you almost need to sell a kidney.

"It was way more expensive than I thought but having Kevin Schwantz take pictures of my bikes at Broadford was the payoff for me.

"There were lots of parts that were over the top price wise but my wife let me get them to keep me out in the shed."

Comparing The Ride

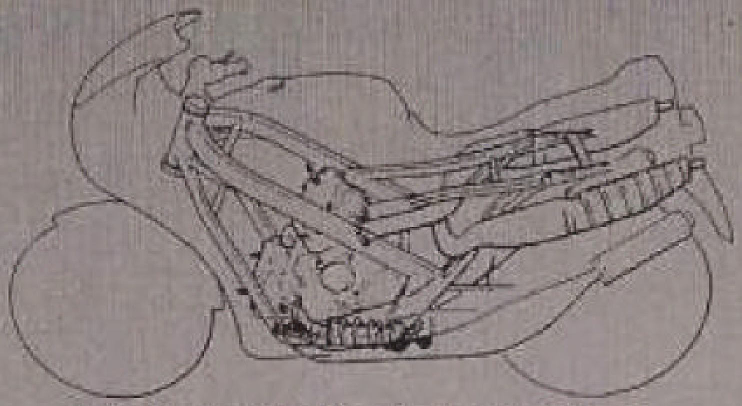
"Both bikes are great to ride, a real rush, especially the sound from those Jim Lomas exhaust pipes. I love both of them but the Streetfighter is definitely the easiest to ride because the bike sits more upright. It's like riding a Motard with heaps of horsepower, and is top fun on the road, and the track. The Kenny Roberts bike is more standard so it doesn't handle quite as good but I love it equally as much," added Ron.

You can check out the streetfighter on the dyno on Youtube. Look for 'RZ500 dyno streetfighter'.

Craig's RZ350

"I'm a motorcycle tech for Peter Stevens/Harley Heaven Adelaide. Being that I work pretty much exclusively on Harley Davidsons day to day, the

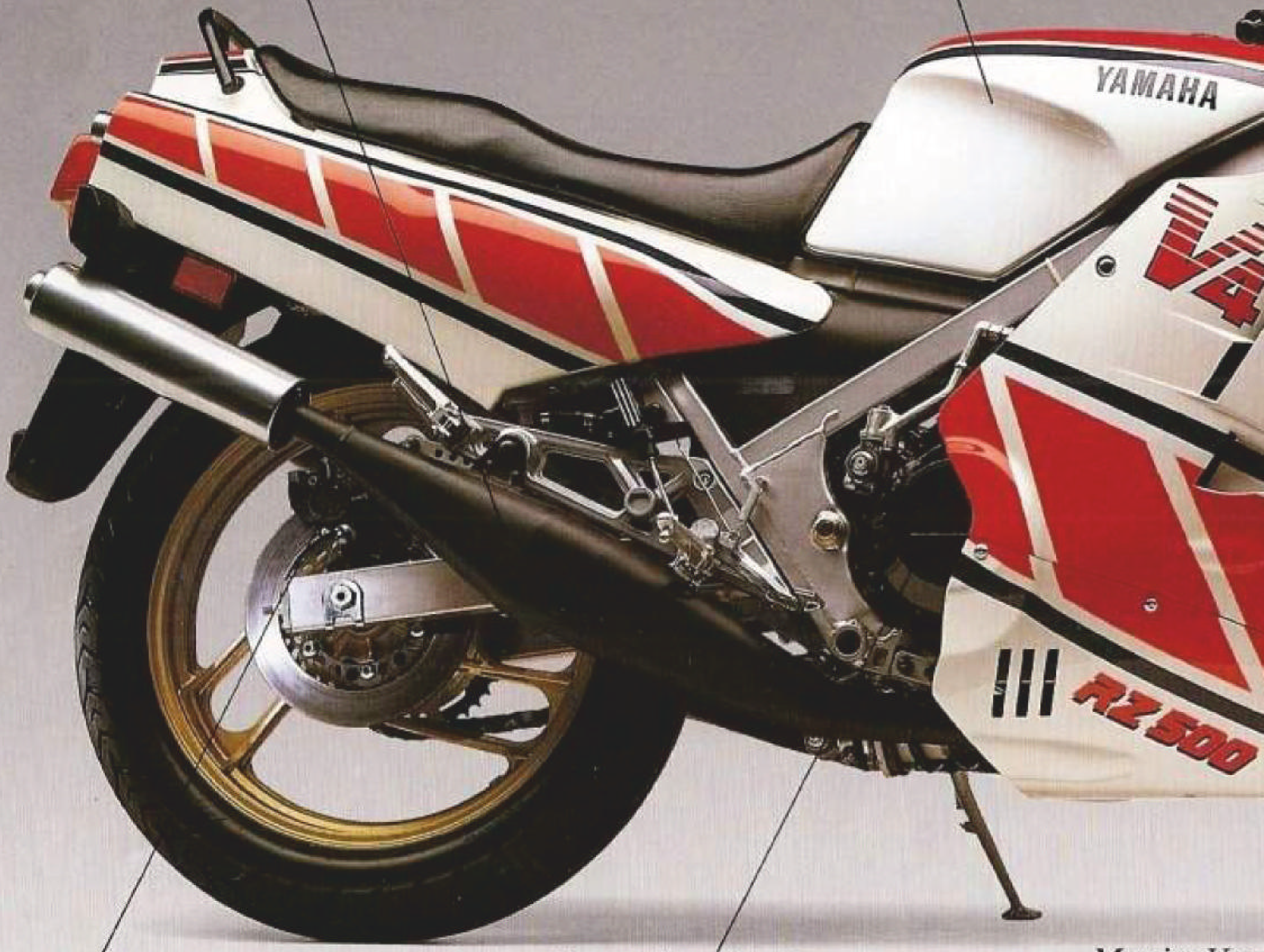
RZ500



4 into 1 into 2 exhaust system follows exactly the same routing as YZR500 GrandPrix racer, permits an incredible 52 degree lean angle.

Sculpted G.P. type fuel tank boasts impressive 22ℓ (4.8 Imp. gals.) and knee cutaway contours for tucked-in straightaway speed.

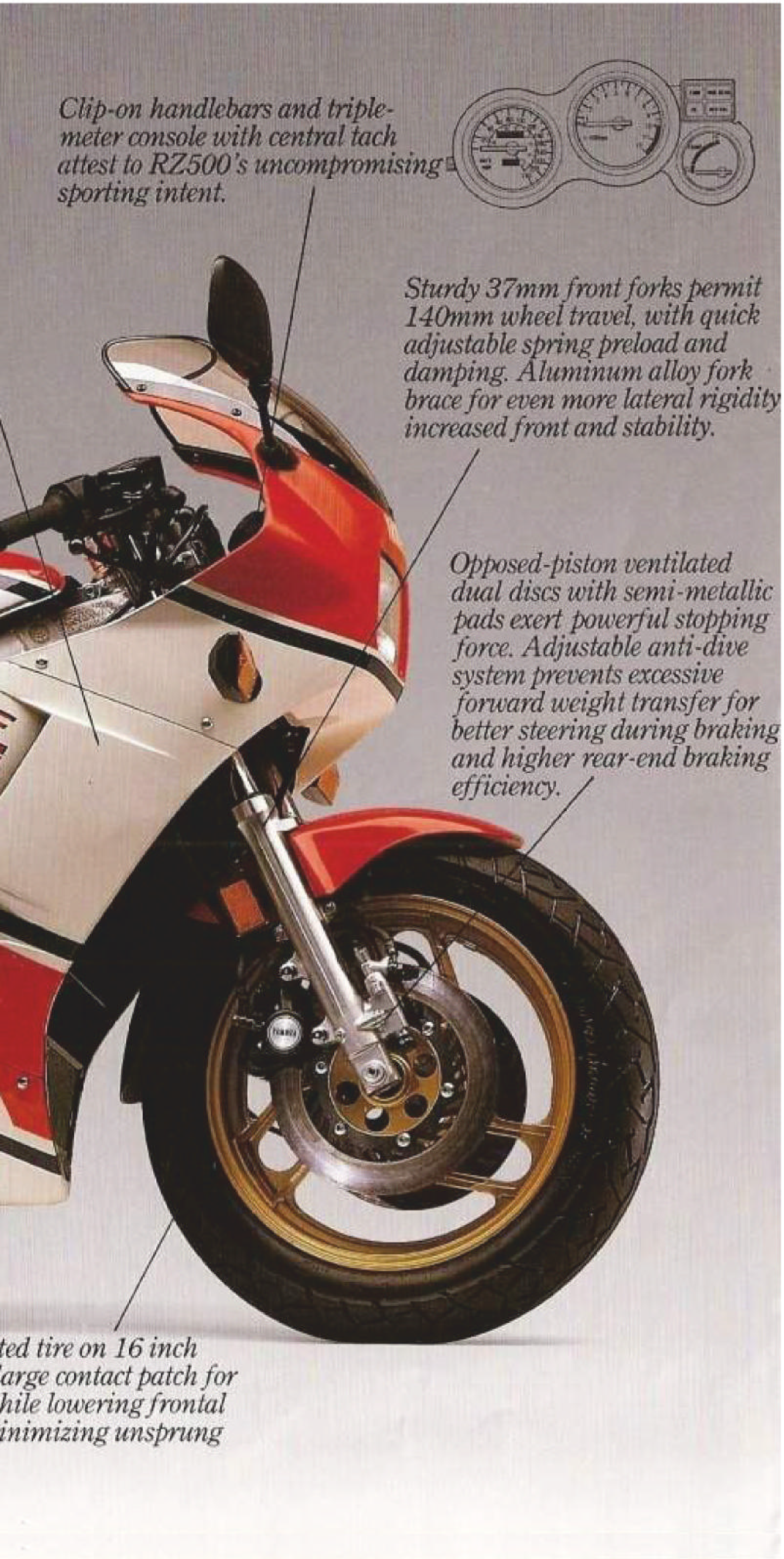
Frame mounted full fairing was wind tunnel designed to protect the rider while increasing top speed and fuel efficiency.



Large diameter ventilated opposed-piston rear disc provides perfectly co-ordinated stopping power to match RZ500 dual front discs.

Six-speed gearbox features compact TZ shifter mechanism, anti-backlash gear design, multiplate clutch and pressurized lubrication.

Massive V-ra
rim provides l
superb grip w
profile and m
weight.


Clip-on handlebars and triple-meter console with central tach attest to RZ500's uncompromising sporting intent.
Sturdy 37mm front forks permit 140mm wheel travel, with quick adjustable spring preload and damping. Aluminum alloy fork brace for even more lateral rigidity increased front and stability.
Opposed-piston ventilated dual discs with semi-metallic pads exert powerful stopping force. Adjustable anti-dive system prevents excessive forward weight transfer for better steering during braking and higher rear-end braking efficiency.
ted tire on 16 inch
arge contact patch for
hile lowering frontal
inimizing unsprung

two-stroke road bike had been quite a rare and exciting thing for me to experience," said Craig.

"I grew up around two-stroke dirt bikes with my father, uncle and their friends riding off-road MXers, while myself and the other kids were riding our two-stroke minibikes. This has been the extent of most of my generation's involvement with oil burners as these days motocross bikes and low-cost scooters are sadly the only two-stroke powered two wheeled machines still available to buy new. There has been the odd two-stroke road bike released over more recent years but with many of them being high priced and no longer learner legal due to the high power to weight they were always just out of reach for a younger lad."

That Tinkering Gene

"I have always been fascinated by the engineering side of motorcycles and have owned a relatively diverse range of bikes. Through the years I've had bikes such as a Yamaha R6 and an FZ1N that I fitted with R1 cams, a Harley Softail with a 113" Screamin' Eagle engine, a Triumph Street Triple, a Daytona 675 track bike, and a cross between a Street Triple and a Daytona 675R which I built for the street and still own. Plus a few four-stroke chook chasers… So, it goes to show I hadn't discovered until quite late the advantages of the two-stroke machines that had been perfected all those years ago.

"A while back my uncle Ron – who owns the beautiful RZ500s also featured here – had just started his first RZ restoration which opened up my eyes quite a lot to the community of people still out there dedicated to keeping these machines alive. That bike was a factory original RZ500 in the Aussie-delivered red and white paintwork. Through his enthusiasm for these machines, I was instantly drawn in too. The uniqueness of the multi cylinder two-stroke engines, at least compared to today, the spine-tingling sound, the incredible power to weight ratio and of course the unforgettable smell. I had to build something two stroked for the road too."

The Hunt and Build

"I began my hunt for a suitable starting point. Not wanting to completely copy my uncle, and perhaps more importantly not having

2
CHAMPION
PJ1
LUBRICANTS
YAMAHA

the budget to support that kind of project, an RZ500 was never really a consideration. Instead, my goal would be a multi cylinder pre 1990 bike of some other description that I could bring up to date with a few modern bits and pieces. Before too long I found a complete basket case Yamaha RZ350. It was in a fairly sorry state, but it seemed to have a complete engine, though not running, and it came with a range of late model RGV250 parts that the previous owner had hoped to make work. It was well and truly in the dreaded 'unfinished project' category but most of what I wanted was there, so I went for it.

"After getting it home and finding the engine full of what appeared to be dog hair and dirt I realised a full tear down and rebuild would be sensible. I also wanted to make the RGV front and rear end work so I could have modern 17-inch rubber available and larger brakes. Once I stripped down the motor, I figured a few upgrades should be made to that also. With the RZ350 sharing many engine components with the Yamaha Banshee there were a lot of aftermarket parts available that either fit straight in or required minimal modifying. Such parts used include the 66mm forged Wiseco pistons (to bring the engine capacity to 370cc), a Wiseco billet clutch assembly, Moto Tassinari V-Force 4 reeds and a full replacement billet head with interchangeable combustion chamber domes by Wicked Motorsports.

"The VJ22 suspension swap into an RZ350 bike is a fairly tried and true modification with plenty of info available on the net. The steering stem length and the swing arm width are quite close to the original Yamaha measurements which makes mating the two manufacturers' parts together a relatively easy task. The front end was taken care of by ordering some custom steering head bearings from All Balls Racing to suit the different steering stem diameter of the VJ22 triple clamp. From there it was basically just getting the Suzuki ignition switch to work and making up some new steering stops to avoid anything hitting the fuel tank. As for fitting the RGV rear there is a really nice kit available from NK Racing out of the UK which I used. It allows you to ditch the centre stand and make use of that part of the frame to mount the RGV rear suspension and comes with spacers for mounting the rear swing arm. An offset front sprocket is then required to make up the difference due to the wider rear wheel. I originally tried it with the standard RGV rear shock but the spring rate and valving was all wrong, so I had a Nitron NTR R2 shock made to my own specs to suit the RZ350 hybrid.

"I have done the majority of the build myself, but I would like to acknowledge the following people who also helped out, all of whom were chosen due to their excellent reputation. The straightening of the 30-year-old steel frame which was done by Matt at Blueprint Engineering, the Kenny Roberts yellow and black paint work by Daniel Stone Autopaint, the seat reshaped and trimmed by AJ Trim Seaford, the original stator re-wound by Steve at Betta Bikes, and the supply and fitment of Ohlins springs for the

front forks by Race Bike Services. And of course, my dad for keeping me company in the shed on many a day and giving me someone to bounce ideas off and have a beer with to de-stress. Aside from that I built and painted the engine myself and made everything else work with parts sourced from many different motorcycles from many different manufacturers. As with any project measured in years the design brief changed a few times, but the main plan was always to try and keep the look and style of the original bike and have the modern upgrades hopefully look like they were meant to be there rather than tacked on later. It also had to be reliable enough to sit in traffic and be as capable at the occasional track day as it would be making the 70km round trip to work. A classic bike with the conveniences of a new one.

“As I neared completion of the bike towards the end of 2015, I set my sights on the 2016 Easter Broadford Bike Bonanza and put my entry in. I now had a deadline. This was my first year making the trip over to Broadford and luckily the bike came together just in time, albeit at roughly double my original expected budget. Prior to Broadford I had done just a couple thousand kilometres with the RZ350 on the road and never had it out to a track. Fortunately, it was an absolute pleasure to ride around the Victorian track and surpassed my lofty expectations. At full throttle she sounded incredible and had me giggling in my helmet as I passed bikes of much higher capacities. I had a few offers to buy the RZ over that weekend but I’m really not ready to part ways with her just yet! Perhaps I will start a 500cc project too in the future but the little 350 certainly isn’t lacking in power and style and being so light it’s amazingly nimble to throw around. I’m a convert to the two stroke superbikes of yesterday and will proudly park one next to any modern supersport in my garage for years to come. The Broadford Bike Bonanza was also such a great event with an incredible display of bikes on and off the track. I look forward to returning next year, hopefully also with another project of mine - a retired police BMW K100 turned track bike. Maybe I have a thing for doing things the hard way!”

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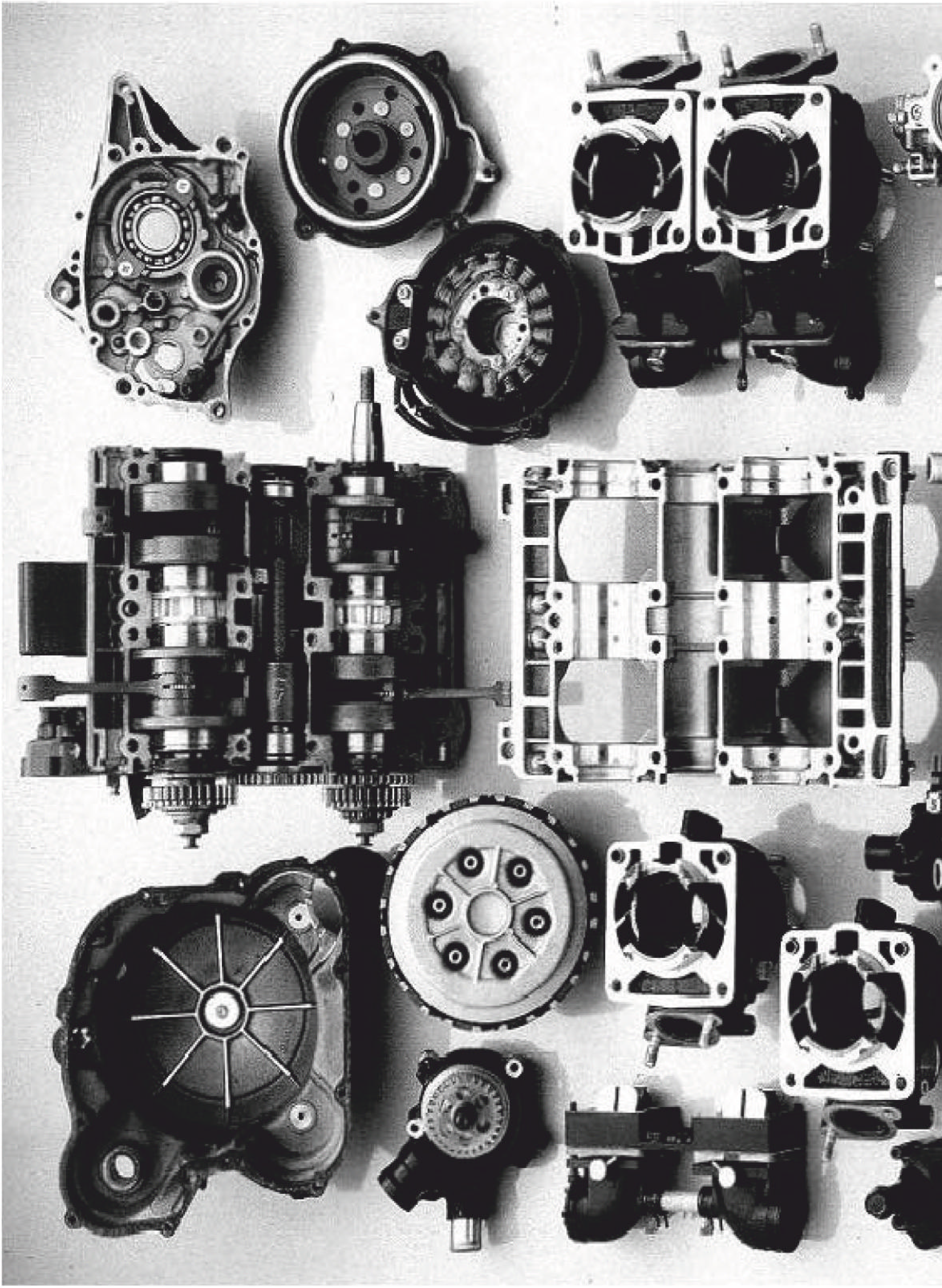
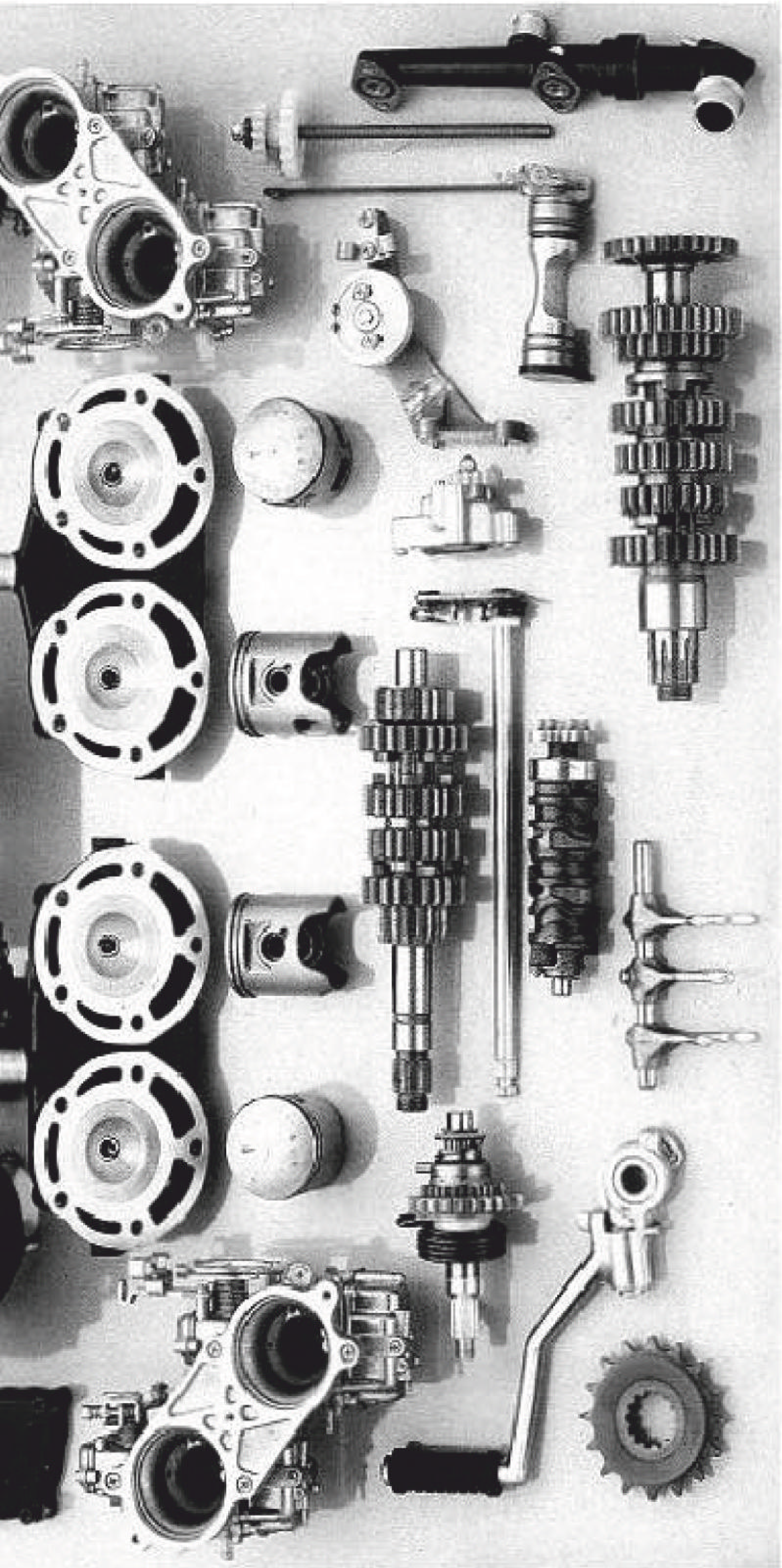




CRAIG'S BUILD SHEET:

Engine:

1984 RZ350.
1UA Cylinders bored to 66mm.
Wiseco 66mm pistons (370cc).
Wicked Motorsports power valve coupler.
Moto Tassinari V-Force 4 reeds.
Keihin PWK28 carburettors fitted with Ramair filters.
Wicked Motorsports billet head.
Oil pump delete (premix).
Wiseco billet clutch basket and pressure plate.
Heavy duty clutch plates and springs.
High capacity alloy radiator with silicone hoses and thermo fan.
Jim Lomas stainless exhaust system.

Electronics:

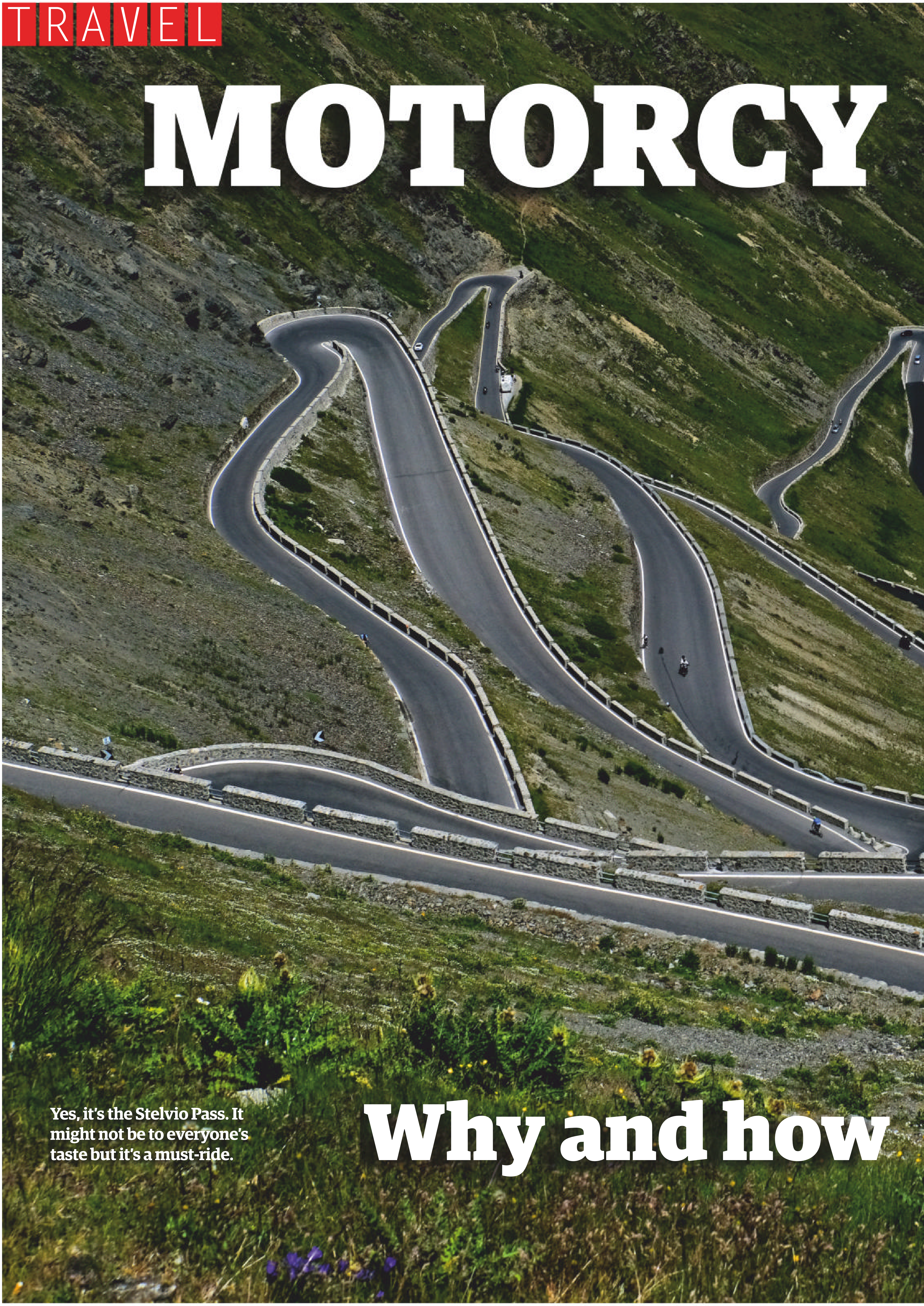
Zeeltronic programmable ignition module with map switch.
Zeeltronic programmable power valve controller.
Koso digital speedo/tacho.
Harley Davidson Night Rod headlight fitted on billet clamps.
KTM sourced CEV handlebar switchgear.
LED indicators.

Suspension, Chassis and Controls:

Suzuki VJ22 RGV250 17" wheels.
Suzuki VJ22 RGV250 triple clamps.
Suzuki VJ22 RGV250 USD forks fitted with Ohlins springs.
Suzuki VJ22 RGV250 braced swingarm.
Suzuki VJ22 RGV250 front and rear calipers.
Vortex offset front sprocket.
Wave disc rotors and braided brake lines.
Nitron NTR R2 rear shock.
Reshaped and retrimmed seat.
Harley Davidson Sportster fuel filler neck welded into tank.
Harley Davidson black flush mount fuel cap.
Rizoma handlebar riser clamps.
Easton tapered handlebars.
Venhill quick action throttle.
Renthal superbike medium grips.
Bar end mirrors.

I was lucky enough to witness each of these bikes being blasted around the Broadford track, which was why I sought them out in the first place. They are a credit to their owners, and to hear a well-tuned two stroke cracking is a joy. I've seen plenty of TZs being raced, and even road raced two-strokes myself, but these modified road bikes really appealed to me.

MOTORCY



Yes, it's the Stelvio Pass. It might not be to everyone's taste but it's a must-ride.

Why and how

CLE TOURS

do you choose?

WORDS & PHOTOS THE BEAR

Any tour operator will know that chances to take selfies are a basic requirement!

Queuing up in a tunnel for roadworks. Even tour operators can't foresee every delay!

I CAN'T QUITE WORK OUT why Australian motorcyclists are so reluctant to head off overseas on those tours that they have been putting on the back burner since Covid stopped so much travel. It's time to get up and head off again, folks. The world is open, and waiting for you. Where the bloody hell are you?

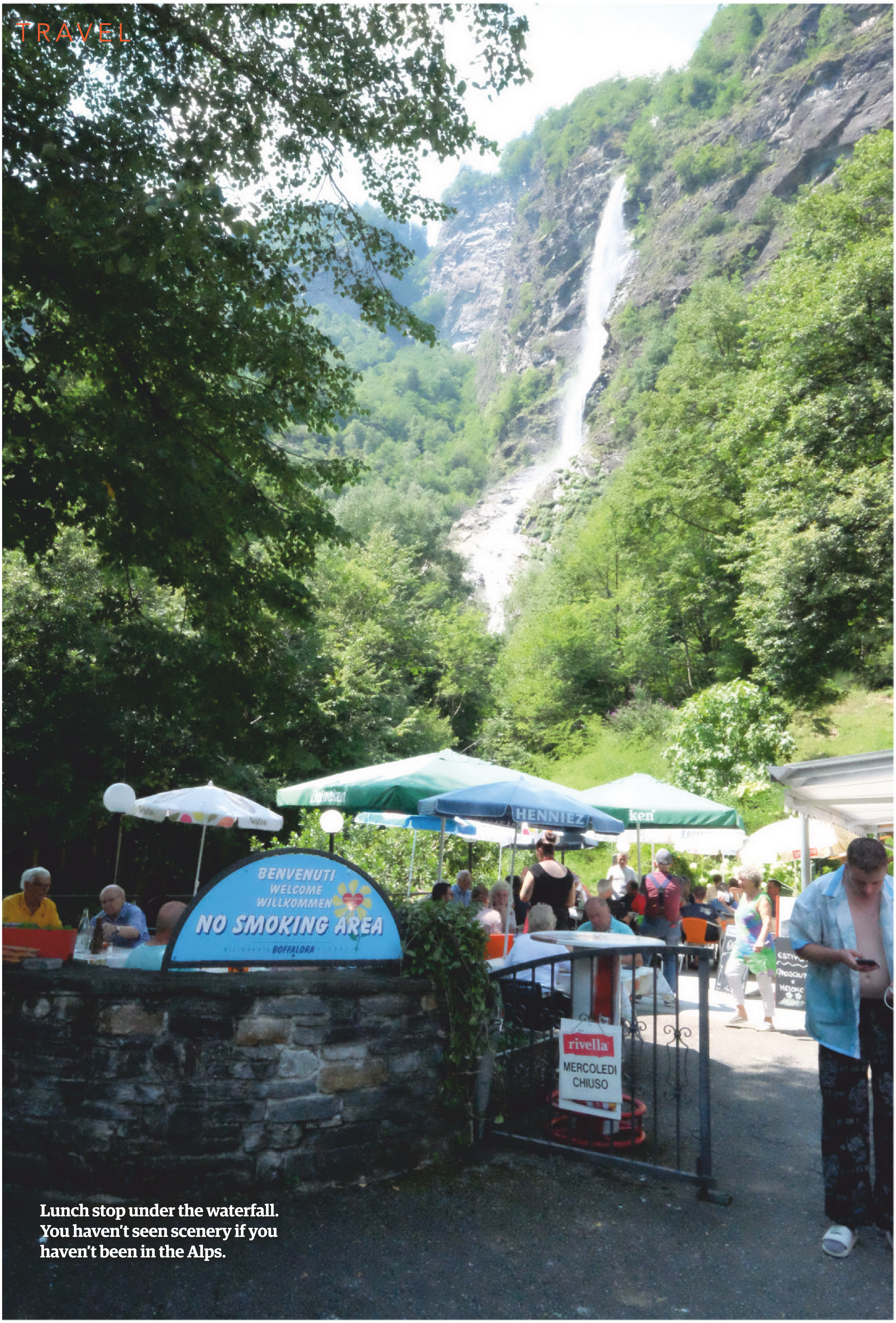
Here is a slightly edited article I originally wrote for the US website ADVrider.com because almost all of the travelers I encountered on a recent European trip were from the US. Two exceptions: one was a Canadian bloke, the other from Venezuela.

It's always interesting to discover how people find out about products and services and how they decide whether to use them. Talking with my fellow-travelers on a recent ride with Edelweiss Bike Tours, I tried to find out a little more to add to the research I had already done with riders on other tours.

The consensus seemed to be that people were on this tour because they had been on one or more previous Edelweiss tours. This agrees with a comment that a friend of mine, Hermann the German (then) of tour operator Motorrad Reisen, made to me some years ago.

"Ninety per cent of my clients are returners," he said. "Some of them ring me before the season begins and say, 'Hermann, where am I going this year?'"

That's fine, but it leaves a major


BENVENUTI
WELCOME
WILLKOMMEN
NO SMOKING AREA
BOFFALORA
HENNIEZ
rivella
MERCOLEDI
CHIUSO

Lunch stop under the waterfall. You haven't seen scenery if you haven't been in the Alps.

Dinner with the Edelweiss crowd. Evening meals are included, except on rest days.

question unanswered. Why does anyone decide to go on an organised tour in the first place, and how do they choose the operator?

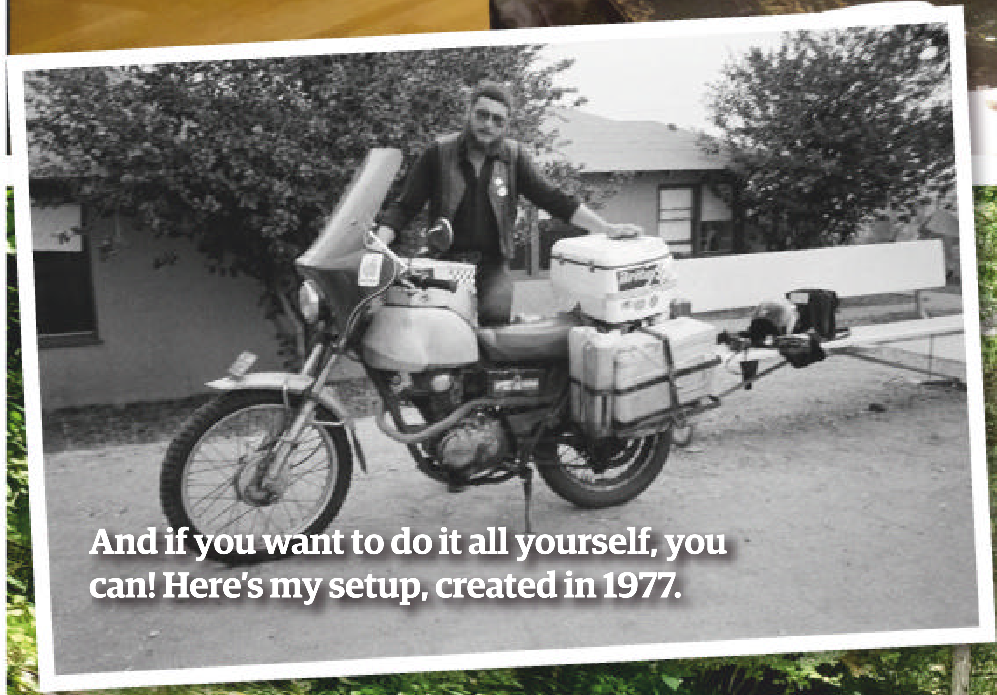
The answer is similar. People decide to go on an organised tour because someone else recommends it. Interestingly, they seem to choose the operator for several reasons: once again because someone recommends them, but also because they have seen an advertisement or read magazine or online editorial. So the initial decision needs a bit of a boost from a personal recommendation, but after that potential riders do their own research as well as listening to previous users.

One of the factors that is obviously quite influential is where a particular operator runs tours. This might seem to favor major companies like Edelweiss who have a very wide portfolio of tours ranging from Iceland to Namibia and Cuba to New Zealand, but that is not necessarily a universal decision. Some people prefer small operators who either cover mainly one region of the world, or run idiosyncratic tours which are not duplicated by anyone else. A good example of the former might be IMTBike, which specializes in Spain and surrounding countries (although it also runs tours elsewhere) while the latter might be Beach's Motorcycle Adventures, guided personally by Rob and Gretchen Beach.

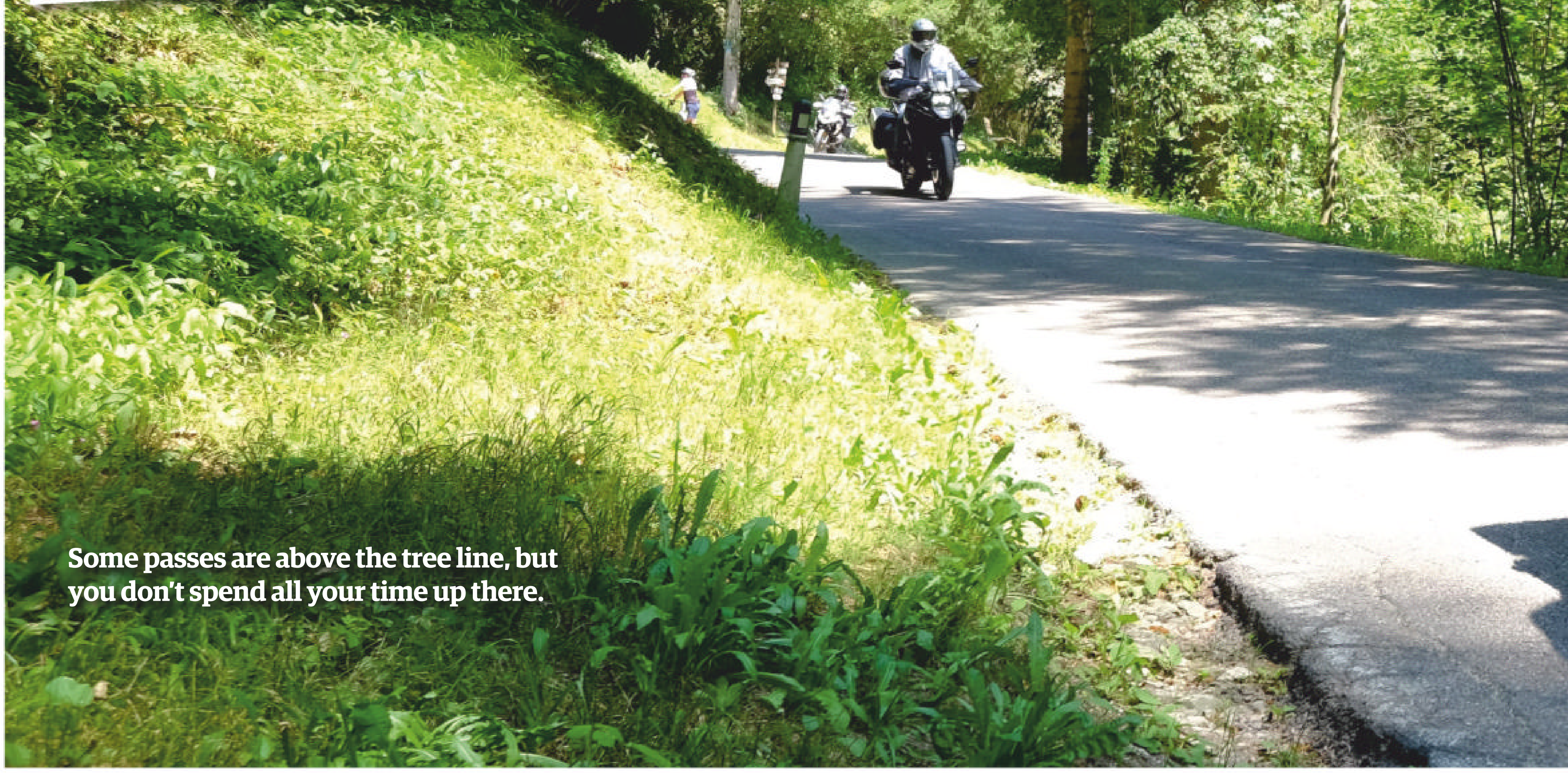
Other operators offer different approaches. Adriatic Moto Tours, for example, provides a fascinating insight into the turbulent recent history of its home in ex-Yugoslavia. I think I learned more about the struggles that tore apart the country on one of their tours than I had ever learned from newspaper, TV or any other source.

The weather is fairly predictable in the Alps, but it's best to be ready for changes.

Ready for breakfast (also included) in one of the regular Edelweiss hotels.



And if you want to do it all yourself, you can! Here's my setup, created in 1977.



Some passes are above the tree line, but you don't spend all your time up there.

The consensus seemed to be that people were on this tour because they had been on one or more previous Edelweiss tours

All presented in a highly accessible and interesting way. Compass, on the other hand, displayed a thorough knowledge of South America when I toured Peru with them.

My Australian research found that locally-based operator World on Wheels, which covers both of the above types of tours, is the first that comes to mind because of both personal experience and magazine coverage. Mike Ferris escorts tours personally, and started with Himalayan tours but now operates worldwide.

In overall numbers, though, Edelweiss is the main player. I suggest that is partly because it has such a large reservoir of existing clients and because it covers such a wide range of destinations. That leaves the question why vacationers choose to use a tour operator at all. Aside from personal recommendations, once again, the answer is clearly convenience and time saving.

On an organised tour you know what bike you're getting, don't have to worry about breakdowns, have a good idea of the hotels you're staying in, won't miss the attractions along the way and are generally relieved of responsibility for anything other than your own enjoyment. Unless you are particularly good at putting together holidays, you are also likely to save money. This should make these tours more attractive than ever for Australians. Surely you've managed to see everything (or nearly) of Australia that you wanted to while we were locked down and unable to get away overseas? It's been years, folks.

Not that the above describes everyone. One chap I asked cherry-picks his tours. If he wants to go somewhere he works out what he wants to see and the roads he wants to ride, then if there is a convenient tour operator and then, if there isn't, whether he can use his own bike or rent one. A very sophisticated approach, but with a couple of potential drawbacks. For one thing, he can't be sure how the bike, the roads, the hotels and so on will work out; but he doesn't seem to mind that. As well, his preparations take time that others may not have, or wish to invest.

This approach may also have another risk: if you do your own flight bookings you are at the mercy of the airlines, who are not only cancelling flights in record numbers but are also difficult to contact when you have a problem. My solution to this is simple: use a travel agent. They don't cost any more, they understand potential difficulties and they will be the ones to spend hours on the phone to the airline, instead of you.

Good luck with your next trip. I'm happy to answer questions if you have any.

PUROS THE DRIVEN SNOW

Wouldn't it be nice to breathe clean air, even in traffic?

WORDS THE BEAR
PHOTOS SHELLIOS

THE AIR AROUND MAJOR roads has been tested several times in several countries, and the one consistent conclusion in every case has been that it is not fit for human lungs. Indian helmet manufacturer Shellios has listed the main offenders:

Ground level or "bad" ozone is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NOx) and volatile organic compounds (VOC) in the presence of sunlight.

PM stands for particulate matter (also called particle pollution): the term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye.

PUROS
SHELLIOS

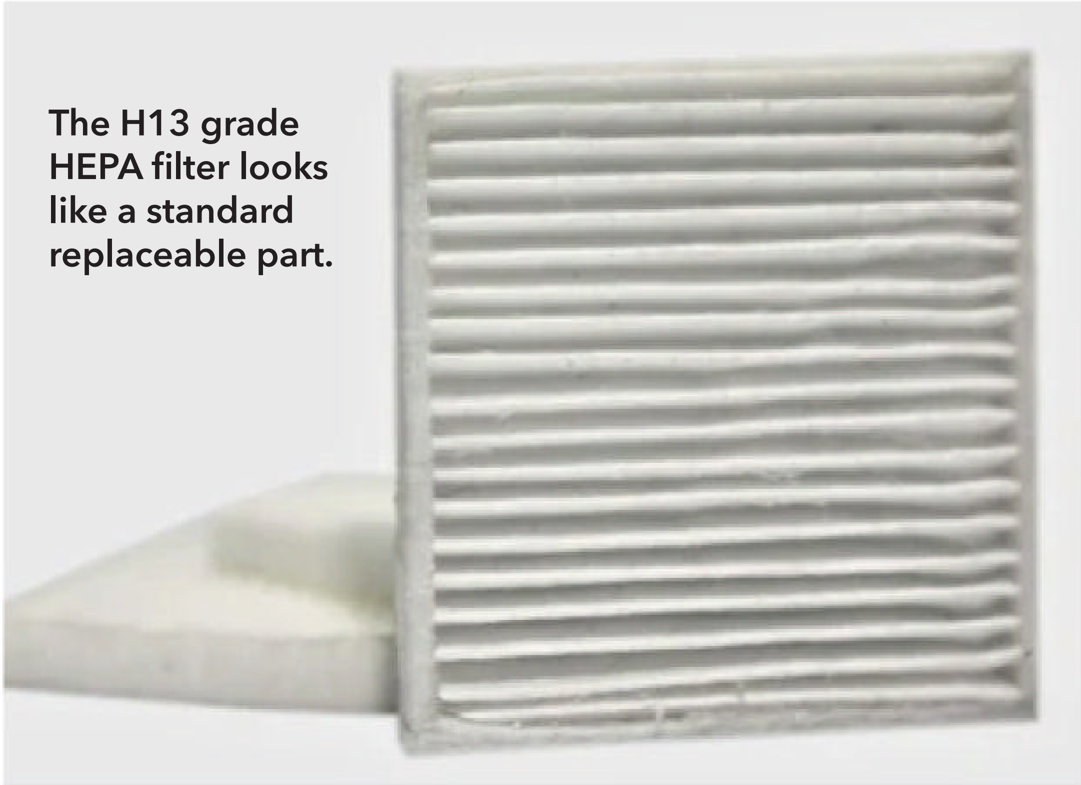
Nothing flash about the shape of the Puros, but it looks okay.

Breathing air with a high concentration of Carbon Monoxide reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain. At very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.

Short-term exposures to SO2 can harm the human respiratory system and make breathing difficult. Children, the elderly, and those who suffer from asthma are particularly sensitive to can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms such as coughing, wheezing or difficulty breathing.

Shellios has tackled this problem of pollution nose-on with the Puros, a full-face helmet that supplies you with HEPA-filtered air.

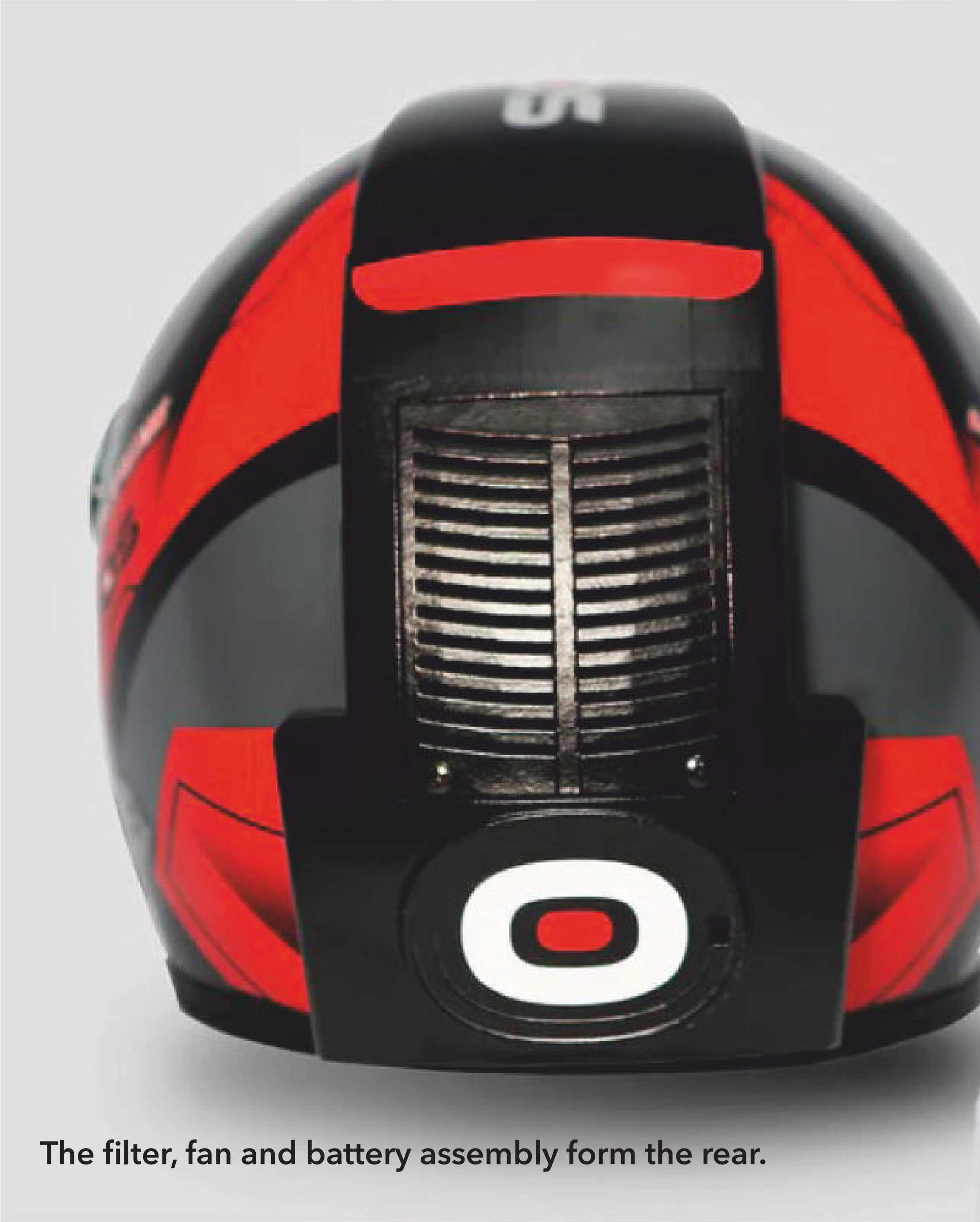
The Puros has an integrated air purification system with a blower fan which takes in air at the back, and pushes it through an easily replaceable H13 Grade HEPA filter to swirl about your face. The company claims that this is the "First Clean Air Helmet for Commuters" and specifies more than 99% efficiency with PM 2.5. It also says that the filter reduces the pollution content of the filtered air by better than 80% as per tests by a National Accreditation Board for Testing and Calibration Laboratories (NABL) accredited lab, in accordance with ISO/IEC 17011. So it does not sound as if



The H13 grade HEPA filter looks like a standard replaceable part.

FAN
BATT
SHELLIOS

A single switch turns the fan on or off.



The filter, fan and battery assembly form the rear.

The filter reduces the pollution content of the filtered air by better than 80%

SHELLIOS
PURO
SHELLIOS

these are wild claims.

The fan is cordless with a dedicated LiON battery rechargeable power supply with a Micro-B Type charging port. Shellios claims that it reduces visor fogging and 'feeling of suffocation". The shell is fiberglass and the helmet has a one year warranty (India only). The only sizes at this stage are Medium (580mm) and Large (600mm), although various colours on a black background are available.

As yet, the helmet is BIS Certified under IS:4151 (Indian Standard for Safety Helmets) only, so you would be taking a chance wearing it elsewhere. Mind you, Shellios does quote a shipping cost to Europe (Australia should be comparable) on its website. Shipping all over India included in the price of the helmet, which is 4500 rupees (A$83).

Shellios seems to be onto something here. I'll keep you updated with news of further standard approvals and sizes.

You too can be a realrider

Use your phone to stay safe

WORDS & PICTURES: THE BEAR

Much of Australia is empty, and while there are many places which have no mobile phone connection, satellites look like changing that soon.

"Not long ago in South East Qld the word went out to the biking community that a rider had gone missing," writes Peter Davis, founder of Bloodbikes Australia (information from Peter at bloodbikersaus@gmail.com or phone 0401912798) .

"Bikers from the region were mobilised to search. Sadly, some weeks later the rider and his bike were found down a ravine." This happens way too often, Peter says. He goes on... "this situation is so common, and it haunted me a bit that it could happen to one of our volunteers. So when approached by Realsafe Technologies with a solution I jumped at it."

Realsafe Technologies, a public safety technology company that develops and maintains smartphone technology connected to the emergency services worldwide. The company's smartphone app 'REALRIDER®' has the potential to save lives thanks to its innovative automatic crash detection emergency service alerting technology.

"Statistically, 90% of riders are thrown from their motorcycles during a crash," says the company. "REALRIDER automatically sends a motorcyclists' time-critical location, direction, bike & potentially life-saving health data to paramedics if they crash, and can't call for help."

How does it work?

Here is an abbreviated version of what the company says about the app and the service:

The app utilizes a range of components to detect and validate a crash. These include accelerometers, proximity, GPS, pedometer, and other software - making the smartphone an ideal safety tool.

If the app detects a crash, it uses sensors in the smartphone to check if the rider is still moving. An on-screen alarm then alerts the rider that their emergency data will be sent to the Emergency Services unless cancelled.

If the emergency data is sent,

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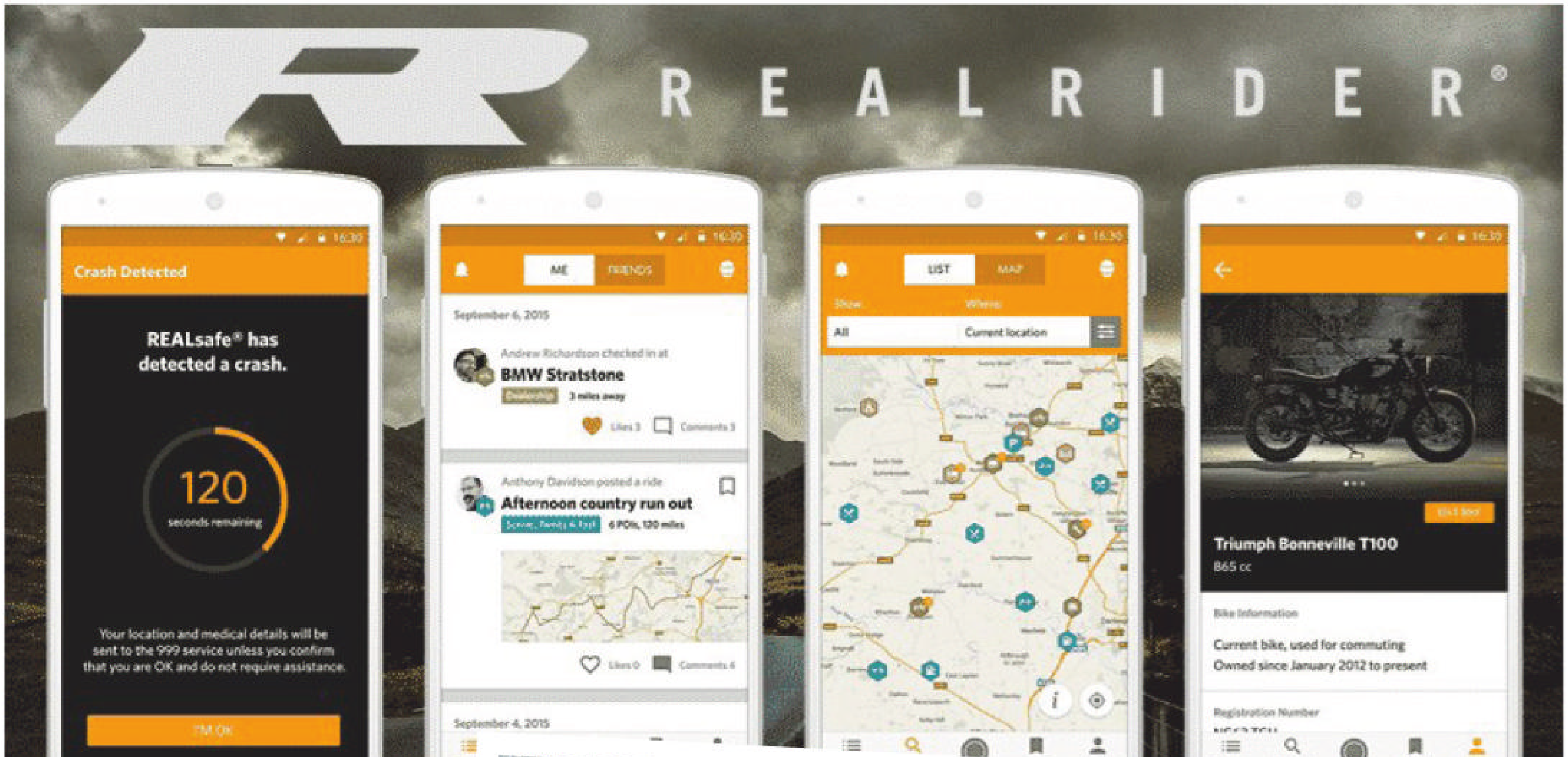
REALRIDER®
Crash Detected
120
seconds remaining
I'M OK
ME
FRIENDS
September 6, 2015
Andrew Richardson checked in at
BMW Stratstone
3 miles away
Anthony Davidson posted a ride
Afternoon country run out
LIST
MAP
All
Current location
Triumph Bonneville T100
865 cc
Bike Information
Current bike, used for commuting
Owned since January 2012 to present
Registration Number

REALsafe® has detected a crash.

Your location and medical details will be sent to the 999 service unless you confirm that you are OK and do not require assistance.

Even if you use common sense, like not riding into flood waters without checking their depth, you can come to grief even on weekend rides.

emergency service representatives will call the rider to check if assistance is needed. If there's no rider response, they can arrange an appropriate emergency response to be sent to the rider's last known location. The SOS contains a rider's mobile number, precise location, direction of travel, bike, and medical information.

To prevent accidental triggering, REALRIDER contains proprietary auto-pause technology so riders can concentrate on the road ahead.

YouTube Link: https://youtu.be/eU794BpAMg4 .

Your mobile number is used for logging into your REALRIDER account and for validating your complimentary access to the crash detection and emergency alerting service. This has been set up via the Stripe payment service. Please do NOT start a subscription within the app.

For the safety service to work correctly you must:

- Enable phone-based permissions when prompted.

Please ensure you do NOT:

- Restrict any battery access or enable Power Saving modes to the REALRIDER app (particularly for Android).
- Prevent the app from running in the background.

Failure to adhere to the above instructions will prevent the service from working or running when you lock the phone.

There are two crash detection options. If you do not need to record the route, for example, that you take between deliveries, use the Protect Me option on the Ride screen. This uses minimal battery as the app will only monitor sensors in the phone.

If you wish to record and save your route, then select Record & Protect. This has been optimized to

If you require any other information or help with running the app, please contact one of the team at customerservice@realrider.com

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WORDS – MARK MCVEIGH
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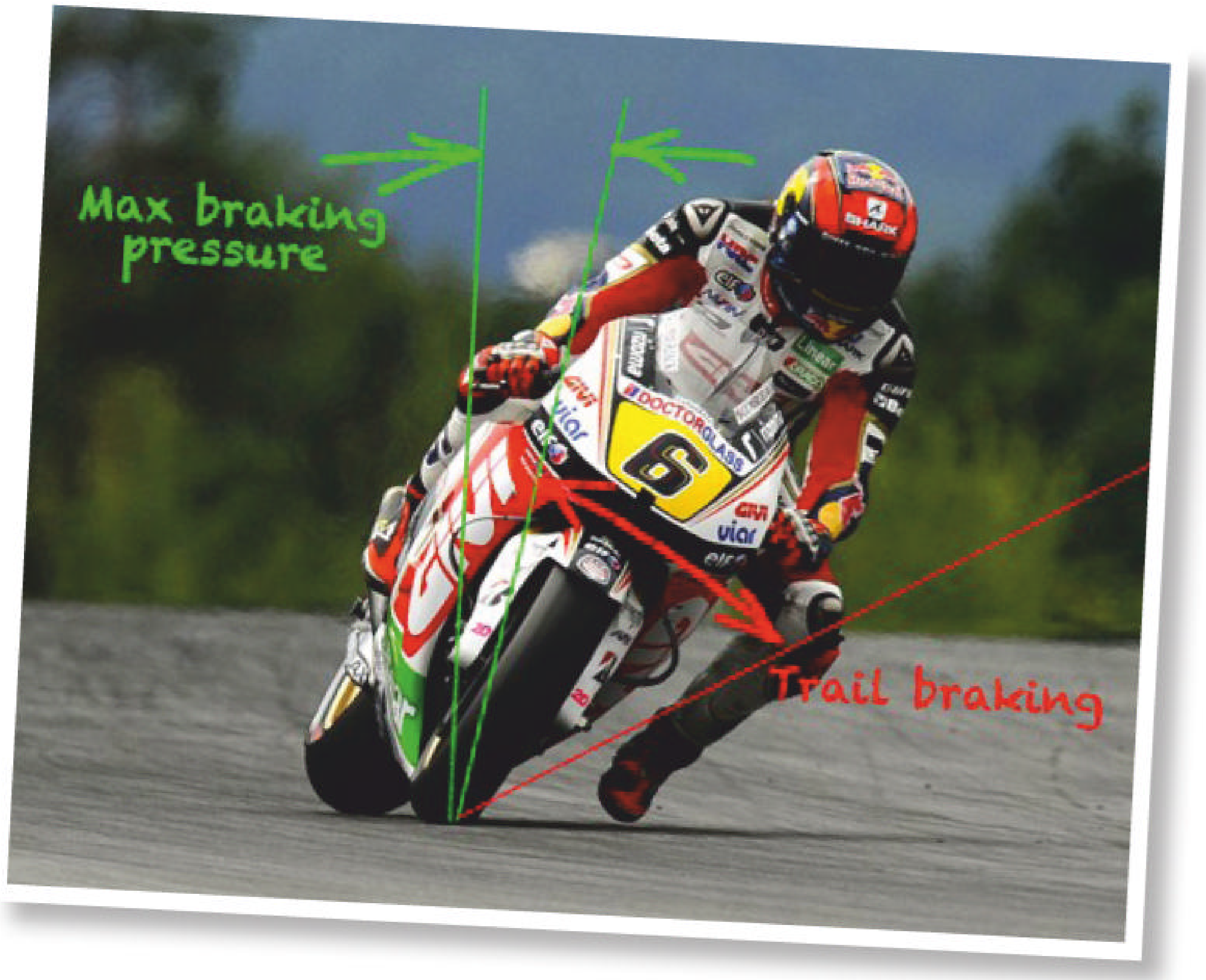
GETTY IMAGES

FEEL THAT IT'S THE FRONT!



"I DON'T HAVE A GOOD feeling with the front." How often do we hear the MotoGP aliens say this? But just what do they mean, how do we feel the front?

Feel What?

Over decades of coaching the biggest anxiety I still see from riders is with the front end. Fear of the front brake. Fear of front tyre slides.

Nothing typifies this more than trail braking, that is, using the front brake to reduce speed while the bike is leant over in a corner.

Even with ABS it's still important to understand how to brake efficiently and trail braking is a must have for both track and road riders.

Why the road riders I hear you say? You should have your braking finished before entering the corner on the road?

Well, this is true. But things don't always go to plan on the road or there would be no accidents, right?

A Question Of Grip

The key to riding a motorcycle well is to understand the available grip. This has obvious benefits on the track for lap times, reducing risk and increasing fun but also on the street where a rider who has high skill is less likely to succumb to a survival reaction, a major cause of motorcycle accidents.

Understanding Trail

To ride well, some knowledge of motorcycle dynamics is useful.

Nothing to do with trail braking, trail instead refers to motorcycle steering geometry and is primarily designed to assist motorcycle stability.

To understand how trail works its useful to first think about a shopping trolley wheel. It's always wiggling about – from left to right.

As you push the trolley forward, bumps and surface irregularities knock the wheel sideways, but the wheel always self-aligns to try and go in the direction of travel.

Your motorcycle is basically the same concept, but with a rake angle. The wheel is always trying to self-centre as a torque is generated at the tyre contact patch keeping the wheel straight.

The force you feel when pushing on the inside handlebar to counter steer is largely due to trail, with the road pushing the tyre back to keep the wheels in line.

Cruisers generally have a large trail which offers more stability but at the cost of heavy and slow turning. The Triumph Rocket's trail is over 150mm for example.

Shorter trail found on sports bikes will provide quicker steering but at the cost of stability.

The Yamaha R1 is 100mm in comparison.

Trail is also directly linked to roll rate or how quickly the bike goes to lean.

You may notice when the road is wet or slippery the steering feels lighter. This is due to the tyre slip at the contact patch on the low friction wet surface. This is steering feedback, indicating how much grip is available and is the same feeling but at a higher level when it's dry.

The bike is talking to the rider, telling us how much grip is available.

Trail Braking

On the track, a racer will approach a turn and at their braking marker apply full braking force normally with the bike virtually upright. As they turn in, they reduce brake pressure, easing off the brakes or trailing the brake as the bike lean angle increases until they get to the apex when they release the brake completely and apply the throttle.

The racer's goal is to go from top speed on the straightaway to corner apex speed in the shortest possible time.

Only the front brake is used for trail braking as the rear brake contributes little braking power, has less feel and is normally reserved for mid corner fine adjustments or to stabilise the bike.

Sounds easy enough in theory, but proper execution is complicated because it comes down to feel.

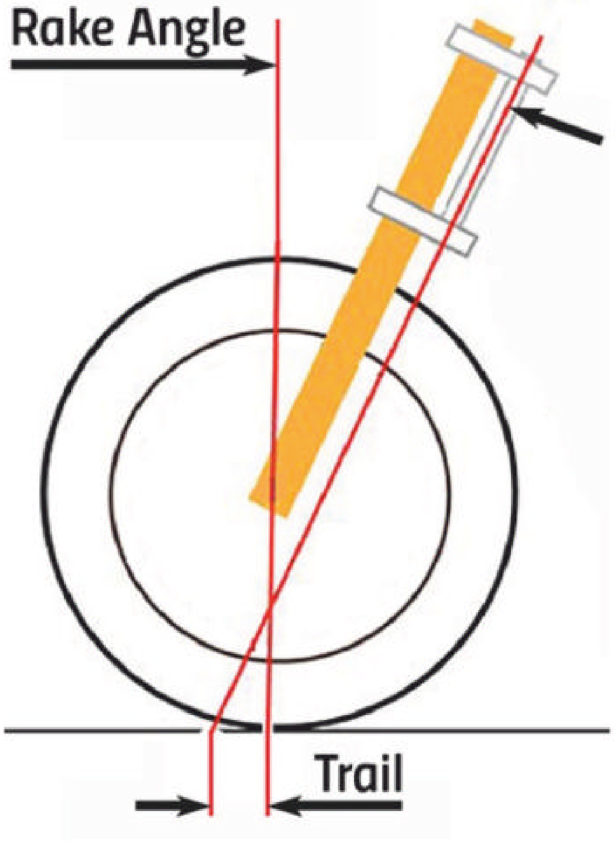
As Freddie Spencer said, "fast riders have slow hands".

Wise words and worth remembering.

To comprehend the dynamics of trail braking, ignoring any aerodynamic effects, some understanding of tyres and grip is beneficial, with the amount of grip from the tyres depending on various factors.

The main contributor to grip is the weight or load on each tyre. The ratio of maximum grip and vertical load is called the co-efficient of friction, and this normally decreases relative to the vertical load.

As the brake is applied, torque is transferred through the wheel to the contact patch, which creates a horizontal force at the track surface. The road pushes back on the tyre and equally the tyre pushes forward on the track surface.



You can thank Newton for this mechanical grip, as for each force there is an equal and opposing force.

Also to consider, is the significant grip increase experienced as the front tyre contact patch pressure multiplies due to the load transfer when braking. This grip effect decreasing as the lean angle increases and the load transfers off the front to the rear.

As the brakes are applied and the weight shifts forward, the forks are also compressed. This compression of the forks alters the motorcycle's steering geometry, reducing the rake and trail. This decreases stability but increases manoeuvrability in a fashion that makes the motorcycle lean and change direction at a higher roll rate.

The tyre's temperature also increases from this weight transfer and subsequent tyre loading, with tyre temperature windows critical for optimum grip.

Track surface characteristics and other elements between the track and the tyre such as water or oil also play an important part in available grip.

Feel The Force

Now that we understand trail and trail braking the next step is to understand how to develop feel.

Front grip feel is about developing fine motor skills and dexterity with our hands. By coordination of small muscle movements involving the

synchronisation of hands and fingers with the eyes, to give a light touch on the handlebars, enables the rider to react to what the bike is doing in real time.

So if we have a light touch on the bars, how do we hold on?

Body position is critical, supporting your upper body weight through your core, thus reducing pressure on your hands.

Too much weight on your hands and you will lose feel.

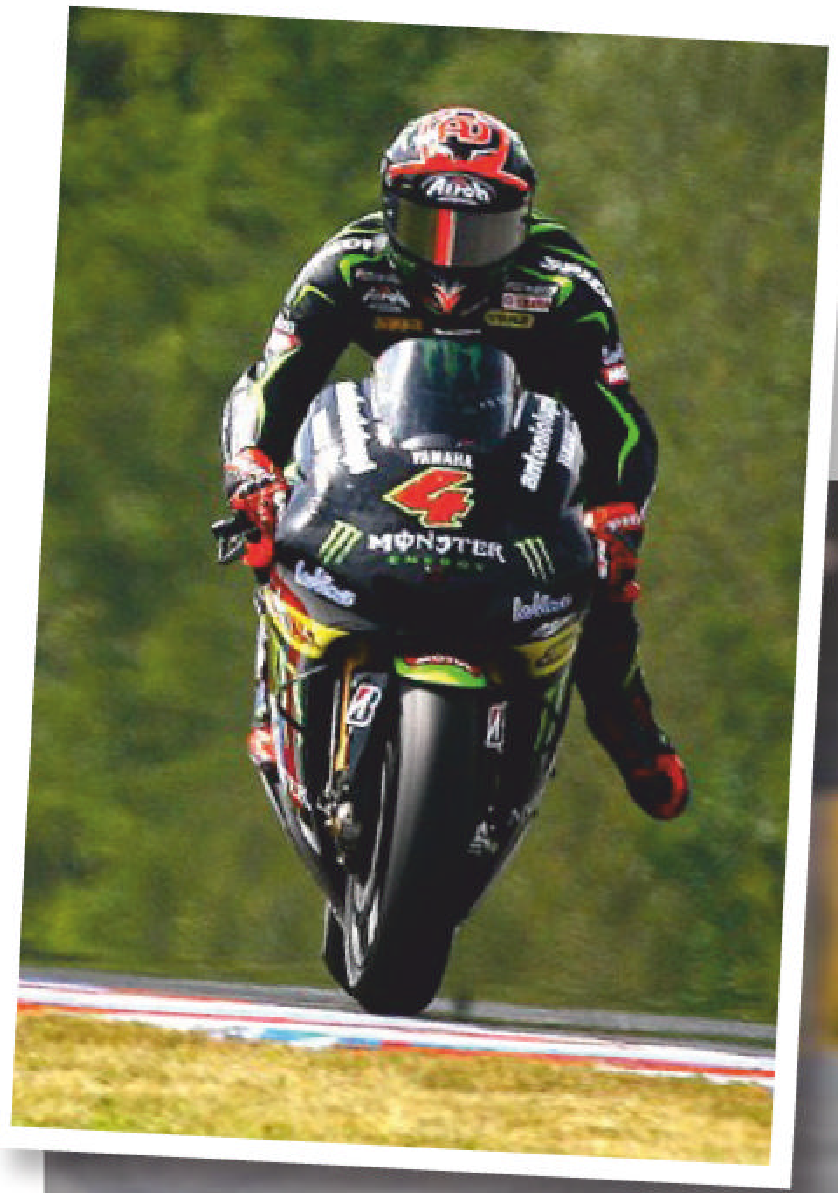
The rider must be mindful of not only how weight transfers around the bike when braking, cornering and accelerating, but also how our own body weight and pressure move from our hands to our bum and feet. Also, make sure your arms are bent.

As you go to lean, drop your inside elbow aiming for 90 degrees to the steering stem axis.

Another important element for developing and building feel is consistency.

If you are not consistent it's difficult to accurately evaluate what's going on. This is best achieved by practicing step-by-step drills in a controlled environment under expert instruction. If we look at the chart, the pathway to flow is a step-by-step process.

This takes practice and a good method to increase your skill level is to take steps of only 5% followed by practice until the skill becomes intuitive, before repeating. Too much of a step in one go and you will see mistakes and inconsistency creep in, delaying progress and reducing rider safety. Remember, practice makes perfect!



HIMALAYAN
SCRAM 411

QUICK SCRAM

Royal Enfield Scram 411

AS A SHORT TERM replacement for the Royal Enfield Classic 350, the great folk at RE sent me a Scram 411. I've had a nice little play on it for the past couple of months and can honestly say it's a great mid-small capacity motorcycle that will do just about everything.

Mostly I rode it throughout the suburbs, but I also took it for an adventure ride and did the quick run to the shops for some basics with a bag strapped to the pillion seat quite a lot.

The best thing I loved about the Scram is its no-fuss attitude. There's no mucking around, just jump on and twist the throttle to the stop. Chuck it into corners and thanks to its low 185kg weight you'll be whipping along far swifter than you might on something a bit larger in capacity.

Out in the bush I rode mostly fire trails and the Scram ate them up easily. I did go up a bit more challenging rocky track and the only time I was wanting the larger front wheel and extra ground clearance of the Scram's brother – the Himalayan -- was when things got a little too technical for a bike like this and the side stand was scraping. Not a real problem in the overall scheme of things as a little bunny hop and I was on my way.

So, as a wrap up, if you want a dead easy motorcycle to live with that you can take out and have a play in the dirt, the Royal Enfield Scram 411 is a top choice. **SW**

SHOCKING

Suzuki Bandit 1250

I'VE BITTEN THE BULLET and dusted off the wallet. I called my mate Harley at RB Racing, who is a YSS suspension dealer, and ordered a shock for my Bandit. The YSS shock has a hydraulic preload adjuster, rebound and ride height adjustments. I did need the heavier accessory spring which totalled $1020. With the standard spring the shock is $950.

A quick blast through some very familiar twisties and the YSS shock has totally transformed the Bandit. Where before it would 'walk' the rear tyre around and squat when pushed hard, now turn in is lighter – thanks to the rear sitting up more -- and traction is far improved. Overall ride over bumpy bitumen has also improved, with more comfort.

For what is not a lot of money when we're talking about suspension, this has been a worthwhile addition to the super underrated Bandit 1250. Just ask some boy racer jockeys who had the dye blasted out of the their full leather racesuits as the big bad Bandit 1250 thundered past them. LOL!

If you've considered doing your suspension, give Harley a call at RB Racing and have a chat. Great pricing and Harley is very knowledgeable, I've raced against him for the last ten years and he's certainly fast.

RB Racing – 02 9524 3177 **SW**

WE LOVE TO HEAR FROM YOU, the letters are among the most keenly read parts of the magazine. Please try and keep letters down to no more than 300 words. We do reserve the right to cut them and, you do need to provide a name and at least your state, if not, town or suburb. Please address letters to contactus@ausmotorcyclist.com.au. All opinions published here are those of the writers and we do not vouch for their accuracy or even their sanity.

SUPERCHARGED!

Hi Stuart,
I hope this note finds you well and that sales remain brisk.

I've been continuing my journey of bikes, but not riding much given the bloody weather, and I have moved now from the Trident to a Tracer 9 GT (didn't like it…) to a Kawasaki Ninja 1000 SX (like it a lot but wish it was green).

I was reading and re reading your "Robobike" article in the last issue on the H2 SX and can't quite work out if you actually liked the thing?? I've been considering it as a high water mark before we get shunted to the electric treadmill… is it a good thing or are we in a neither fish nor fowl situation there? It certainly looks the part, and my panniers will swap straight over!

Just ordered Mr Bear's Motorcycling atlas, pass on my regards if you will. Sometime before the Armageddon there surely will be some positive riding weeks ahead rather than the sporadic days we've been living with here in Sydney.

Still the best mag out there. You're even more important now Motor has gone… stay strong.

Best, John

Hi John,

I like the H2 SX very much, but there are a lot of electronics on it, which would take some getting used to. The engine is dead quiet and bloody fast – I hope you have plenty of money for the speeding tickets!

I do recommend taking one for a test ride. Ride your Ninja 1000 there first, ride the H2 and compare to see what you think.

Cheers, Stuart.

Thanks Stuart,
Went and had a look yesterday, will take one for a spin this week.

I keep reading the mag religiously but have never managed to get the subscription operating via the website!
Best, John

ONE FOR THE ROCKET 3

Dear Stuart,

I have a Rocket 3R for which I had made a carbon fibre rear mudguard. I would like to advise Barry Regan, so would you please pass my email to him? einar.vikingur@gmail.com

Cheers, Einar Víkingur

continued on page 106

continued from page 105 ...

Hi Einar,

Thank you, your reply is here and I'm sure Barry will be in touch.

Cheers, Stuart.

ANOTHER FOR BARRY

Greetings Barry,

Regarding latest Rocket 3's I feel Triumph has taken a leaf (or 2) out of H-D's book and subscribed to form over function. At least H-D can still produce some fine touring machines for those who so desire.

New R3's are the equivalent of the abominable V Rods / Wide Glides so desired by the latte sipping, bar hopping pirates where it is much more important to have the look rather than guards that keep crap off, tyre sidewalls that can handle potholes, foot pegs positioned to keep weight off your spine, bars that don't make you a windsock, the list goes on.

Rather than capitulate I feel you've already upgraded with your current M109 unless you see reason and trade for the older Rocket 3 Touring, the only problem will be it's not the latest and greatest.

Regards, Jeff Skinner

SOMETHING TO WATCH

Hi Peter & Stuart,

Brand new South Australian TV production company, Imara Films Pty Ltd (est. Nov, 2021), has sped onto the track with a 6 x 30 minute TV series to fill a long standing gap in screen content for hundreds of thousands of Australian motorbike devotees.

"TWO BLOKES AND A MOTORBIKE" features self-depreciating Adelaide comedian Steve Weyland and his mate, fellow bike enthusiast Mike Tucker as they build a motorbike each series. Starting with the iconic Suzuki Katana, these two 'blokes' restore classics from the 70's, 80's and 90's as they battle a worldwide shortage of spare parts to show the audience how it's done, and more often, how it's not!

The show's Producer Victoria Morgan, is proud to present the first series on community television. She said today, "There's a massive void in motorbike programs on our screens right now. Of course we have access to the American chopper-style TV, but that doesn't satisfy Australian grass-roots audiences, who want to watch bikes being built in suburban Australian sheds. Our team is excited at the prospect of migrating this large audience to Australian community TV."

Ep 1, Series 1 airs on South Australian community TV Channel 44 on October 5, 2022 at 8.30pm (ACST) and on Victoria's C31 and nationally on Community TV app CTV+ at 7pm (AEST) on December 1, 2022.

Facebook: https://www.facebook.com/TwoBlokesAndAMotorbike

SOUNDS TASTY

Hi Stuart,

Just like to give a shout out to the Harcourt Produce Store.

Fresh baked pastries, pies and bread daily, all on site. Open 7 days from 9am. Local motorcyclists know it well and give support. Harcourt is just off the Calder Fwy 20 min. south of

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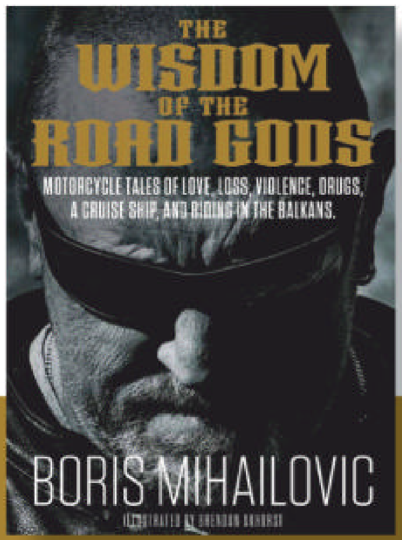
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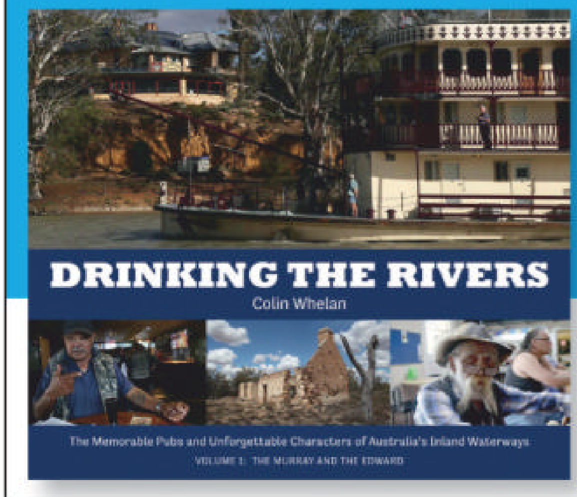
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Bendigo. Plenty of good riding in and around the district too.

Cheers, Peter Glasson.

GO JUMP

Hi Stuart,

Best mag in the country and while it's sad you've gone quarterly I totally understand…life moves on.

I wanted to voice my opinion on electric vehicles and I guess, this being a motorbike magazine, about motorbikes.

Electric powered is a total load of shit. How far do you get out of these pieces of shit? Less than 200km you say? Probably more like less than 150km in the real world and that in itself is totally shit. Then you need to try and find a recharge station, of which there's all these other pieces of shit electric vehicles queued up to charge, which could mean your trip is hours longer while you sit around on your arse. Mean while I can ride my petrol powered motorcycle much further, fill up and be back on the road in less than five minutes and actually cover some proper distance and see many more sights than some wanker in or 'on' an electric vehicle. Until electric vehicles can do this, it will never, and I mean NEVER be the main mode of transport.

And what about Boris banging on about electric bikes being good. I know for a fact he thinks they're a piece of shit too. So, Boris stop being a wanker and say what you really think and don't be a whore for cash for comment.

I'll go crawl back in my cave as that's what all these fools who believe in electric vehicle think I should do.

Keep up the good work, Stuart and team.

Cheers, Matt.

CRACKER

Hey Stuart,

Just wanted to say that cover shot of the MT-10 SP is a cracking photo. I've ridden the normal MT-10 and that photo speaks volumes. That's what an MT-10 is all about, wheelies and being a hoon.

Regards, Steven

WHERE IS IT?

Hi Stuart,

You mentioned you've been to the Himalaya's, so where is the write up on your trip? I'm so keen to go ride over there.

Thanks, R. Woods

Hi Rob,

It's actually in this issue you're reading right now!

Cheers, Stuart.

A HAPPY NEW YEAR TO ALL

WITH THIS ISSUE, WE are going quarterly with MOTORCYCLIST. That's a shame, in one way, but it's also good because it will allow us to continue and perhaps, who knows, ride another wave in motorcycle sales back to greater frequency. I want to thank the various industries that support us (and especially the travel industry) and you, our readers, for staying with us the way you have.

So let's look to the future, in the hope that it will be a bright one. There's no question but that the motorcycle industry continues to be in a downturn. But it has seen those before, and it has seen them off every time. Will the middle 2020s be any different? I don't know, but I see signs of life. A little in sales and quite a bit in the industry, as demonstrated at EICMA which is running as I write this.

> **"The electric revolution is coming; will it, er, 'electrify' or burn us and the industry? I don't know."**

Both Harley-Davidson and BMW continue to move into waters untested by the former and previously found too deep by the latter. Milwaukee has given us a sign of the new direction it intends to pursue, with the Pan America; Munich is sticking its neck out with the R 1800. Both have attracted criticism, but remember, as T. S. Eliot asked: "If you aren't in over your head, how do you know how tall you are?". Even Husqvarna is wading into very competitive waters with the Norden.

Good for them for trying new ideas, and good for all of the other motorcycle manufacturers in the USA, in Europe and elsewhere who are similarly bucking the trend. Indian, KTM, Motos Guzzi and Morini, Benelli and Ducati among others are all gathering up their skirts and getting going. Who would have believed that Harley-Davidson would start building a Third World bike in China (they still are, aren't they)? Who would have thought that Royal Enfield would become the sales hit that it is?

And while the Japanese have been rather quiet for a few years, they are likewise showing their stuff. Honda has a new Transalp; Yamaha just keeps building better and better bikes in the MT range; Kawasaki engineers are having huge amounts of fun with their link to Bimota. Suzuki could perhaps try harder, but even there the 800 V-Strom looks like a good thing.

I suspect that there have never been so many different and interesting motorcycles on the market, and hey – a lot of them are adventure bikes. Maybe only in name, but it shows someone is reading the market.

A while back I heaped hot coals upon the heads of the motorcycle distributors in the USA, and y extension our local ones. Nevertheless, it's better that they come up with the right ideas now even if they should have done that fifty years ago. Better late than never.

Out in the world nothing stands still, which is just as well. There will be amazing things to see, amazing motorcycle to ride. The electric revolution is coming; will it, er, 'electrify' or burn us and the industry? I don't know. All I know is that unless we welcome change – whatever it brings - and incorporate it into this wonderful experience that is motorcycling, we will be wasting opportunities to live more enjoyable lives.

NEW BIKE PRICES

Most prices exclude dealer and on road costs, however some are ride away – ask your local dealer for the best possible price!

APRILIA

aprilia.com.au

** All prices are ride away*

ROAD

RS660 LAMS	$20,830
RS660	$21,230
Tuono 660 LAMS	$20,530
Tuono 660 Factory	$21,730
Tuono V4	$28,830
Tuono V4 Factory	$33,330
RSV4	$31,830
RSV4 Factory	$38,930

ADV TOURING

Tuareg 660	$22,230
Tuareg 660 Evocative	$22,530

BENELLI

benelli.com.au

**All Benelli prices are ride away*

ROAD

TnT 135	$4390
502C	$10,590
TnT 600	$11,790
Leoncino	9890
Leoncino Trail	$10,390
752 S	$12,990

ADV TOURING

TRK 502	$9990
TRK 502X	$10,690

BMW

bmwmotorrad.com.au

ROAD

G 310 R	$5790
F 900 R	$16,645
S 1000 R	$19,390
S 1000 R Sport	$21,690
S 1000 RR	$25,670
M 1000 RR	$50,990
R nineT	$22,490
R nineT Pure	$17,690
R nineT Scrambler	$18,750
R nineT Racer	$19,150
R nineT Urban G/S	$18,750
R 1250 R	$21,240
R 1250 R HP	$27,040
R 1250 R Exclusive	$26,065
R 1250 R Spezial	$26,765
R 1250 R	$22,540
R 1250 RS Sport	$28,215
R 1250 RS Exclusive	$27,215
R 1250 R Spezial	$28,065
R 1250 RT	$32,290
R 1250 RT Sport	$33,190
R 1250 RT Elegance	$33,465
R 1250 R Spezial	$34,215
K 1600 B	$36,490
K 1600 B Grand America	$44,695
K 1600 GT	$36,490
K 1600 GTL	$37,990

ADV SPORT

F 900 XR	$19,835
S 1000 XR	$27,975
S 1000 XR Carbon Sport	$29,290

ADV TOURING

G 310 GS	$8090
F 750 GS	$13,590
F 750 GS Tour	$17,305
F 750 GS Low Susp	$13,840
F 750 GS Tour LS	$17,005
F 850 GS	$17,990
F 850 GS Rallye	$18,390
F 850 GS Rallye X	$22,305
F 850 GS Tour	$21,805
F 850 GS Low Susp	$18,240
F 850 GS Rallye Low Susp	$18,640
F 850 GS Tour Low Susp	$21,505
F 850 GSA	$TBA
R 1250 GS	$23,490
R 1250 GS Rallye	$24,940
R 1250 GS Rallye X	$29,890
R 1250 GS Exclusive	$28,140
R 1250 GS Spezial	$31,390
R 1250 GSA	$25,490
R 1250 GSA Rallye	$26,390
R 1250 GSA Rallye X	$31,590
R 1250 GSA Exclusive	$30,790
R 1250 GSA Spezial	$30,540

SCOOTER

C 650 Sport	$14,150
C 650 GT	$14,990
CE 04	$21,690

BROUGH SUPERIOR

broughsuperioraustralia.com.au

SS100 (Euro3)	$105,000
SS100 (Euro 4)	$110,000
Pendine Sand Racer	$105,000
Lawrence	$119,000
Anniversary	$168,000
AMB 001	$185,000

CAN-AM (BRP)

can-am.brp.com

Ryker	$13,799
Spyder F3	$29,299
Spyder RT	$39,299

CF MOTO

cf-moto.com.au

ROAD

150NK	$4290
300NK	$5490
300SR	$6290
650NK	$8290
650MT	$8290
650GT	$8490
700CL-X Heritage	$9490
700CL-X Sport	$10,490

ADV TOURING

800MT Sport	$12,990
800MT Touring	$14,490

DUCATI

ducati.com.au

**All Ducati prices are ride away*

ROAD

Scrambler Icon	$15,600
Scrambler Icon Dark	$14,900
Scrambler Urban Motard	$18,900
Scrambler Nightshift	$18,300
Scrambler Desert Sled	$20,000
Scrambler 1100 Dark Pro	$19,100
Scrambler 1100 Tribute Pro	$21,300
Scrambler 1100 Sport Pro	$24,200
Monster 659	$13,500
Monster	$18,500
Monster +	$19,100
Hypermotard 950	$22,300
Hypermotard 950 RVE	$23,900
Hypermotard 950 SP	$28,300
Supersport	$20,000
Supersport S	$22,400
Diavel 1260	$31,800
Diavel 1260 S	$37,700
X Diavel	$30,900
X Diavel Nera	$44,900
Streetfighter V2	$22,600
Streetfighter V4	$31,700
Streetfighter V4 S	$36,400
Streetfighter V4 SP	$48,400
Panigale V2	$23,900
Panigale V4	$34,000
Panigale V4 S	$43,600
Panigale V4 SP2	$56,900
Superleggera V4	$150,000

ADV TOURING

Desert X	$24,200
Multistrada V2	$22,500
Multistrada V2 S	$25,200
Multistrada V4	$29,800
Multistrada V4 S	$34,200
Multistrada V4 S Sport	$42,200
Multisrada V4 Pikes Peak	$44,600

HARLEY-DAVIDSON

harley-davidson.com

** All Harley-Davidson prices are ride away*

Softail Standard	$22,995
Street Bob	$26,250
Sportster S	$26,495
Sport Glide	$29,750
Low Rider S	$30,750
Fat Bob	$31,750
Low Rider ST	$35,250
Fat Boy	$36,250
Breakout	$36,250
Heritage Classic	$36,250
Road King Special	$39,495
Road Glide Special	$41,995
Street Glide Special	$41,995
Ultra Limited	$43,995
Road Glide ST	$44,995
Street Glide ST	$44,995
Freewheeler	$49,250
Tri Glide Ultra	$59,250
Livewire	$49,995

NEW BIKE PRICES

CVO

Street Glide	$58,250
Road Glide	$58,750
Road Glide Limited	$61,750
Tri Glide	$76,250

ADV TOURING

Pan America Special	$33,495

HONDA

honda.com.au

ROAD

CB125e	$3484
SuperCub	$7378
CT125	$8202
Grom	$4906
Monkey	$7378
CB300R	$8202
CB500F	$10,624
CBR500R	$11,139
CBR600RR	$29,317
CB650R	$12,684
CBR650R	$13,302
CBR1000RR-R Fireblade SP	$55,817
Goldwing	$44,565
Goldwing Tour Premium	$44,565
Cruiser	
CMX500	$10,262
CMX1100	$20,168

ADV TOURING

CRF300L	$9026
CRF300 Rally	$10,262
CB500X	$11,086
Africa Twin	$24,750
Africa Twin Adventure Sports	$28,046
Africa Twin Adventure Sport DCT	$29,076
Africa Twin Adventure Sports DCT ES	$31,445

SCOOTER

NSC110 Dio	$3979
MW110 Benly	$4647
PCX	$5986
ADV150	$6863
NSS350 Forza	$10,056

HUSQVARNA

husqvarna-motorcycles.com/**au**

**All Husqvarna prices are ride away*

ROAD

Vitpilen 401	$7875
Svartpilen 401	$7875
701 Supermoto	$18,795

ADV TOURING

701 Enduro	$18,795
901 Norden	$25,050

INDIAN

indianmotorcycles.com.au

**All Indian Motorcycle prices are ride away*

CRUISER

Scout Bobber	$19,995
Scout	$20,995
Scout Bobber Twenty	$21,495
FTR	$20,995
FTR S	$22,995
FTR S Race Rep	$24,995
FTR Carbon	$26,995
Chief Dark Horse	$25,995
Chief Bobber Dark Horse	$27,495
Super Chief Limited	$29,995
Chief Vintage Dark Horse	$33,495
Chief Vintage	$33,995
Springfield Dark Horse	$35,495
Springfield	$35,995
Chieftain Dark Horse	$38,495
Chieftain Limited	$38,995
Chieftain Elite	$49,995
Challenger Dark Horse	$39,495
Challenger Limited	$39,995
Roadmaster Limited	$41,995
Roadmaster	$42,995

KAWASAKI

kawasaki.com.au

ROAD

Z125 Pro KRT	$4099
Z400	$7194
Ninja 400	$7129
Z650L	$10,759
Ninja 650/L	$10,959
Z650RS	$11,759
Ninja ZX-6R 636	$15,659
W800 Café	$14,259
W800 Street	$13,759
Z900	$13,109
Z900RS	$16,759
Z1000	$16,459
Ninja 1000 SX	$17,459
ZX-10R	$26,160
ZX-10RR	$42,160
ZX-14R	$22,559
Z H2	$23,760
H2 SX	$32,160
H2	$38,160
H2 R	$67,160

CRUISER

Vulcan S	$10,259
Vulcan S SE	$10,259
Vulcan S Café	$10,859

ADV TOURING

Versys X 300	$7159
Versys 650/L	$11,759
KLR650	$9129
KLR650 Adventure	$10,129
Versys 1000 S	$20,459

KTM

ktm.com.au

**All KTM prices are ride away*

ROAD

200 Duke	$5470
390 Duke	$7885
RC 390	$7515
890 Duke	$16,185
890 Duke R	$19,090
1290 Super Duke R	$28,395
1290 Super Duke GT	$32,035
1290 Super Duke RR	$TBA

ADV TOURING

390 Adventure	$9970
690 Enduro R	$18,595
890 Adventure	$22,550
890 Adventure R	$24,470
890 Adventure R Rally	$TBA
1290 Super Adventure S	$30,620
1290 Super Adventure R	$32,130

KYMCO

kymco.com.au

SCOOTER

Agility RS125	$2990
Agility 16+ 125	$3490
Agility 16+ 200	$4190
Like 125	$3990
Like 150 S	$4790
Like 200i	$3990
Like 150 R	$5290
Agility 16+ 300	$6990
Downtown 350i	$8290
Xciting s 400i	$9990
AK550	$13,490

LAMBRETTA

lambrettaaustralia.com.au

V50 Special Fix	$3590
V200 Special Flex	$4990

MOTO GUZZI

www.motoguzzi.com.au

**All prices are ride away*

ROAD

V7 Stone	$18,630
V7 Special	$19,630
V9 Bobber Centenario	$19,330

ADV TOURING

V85 TT	$22,730
V85 TT Evocative	$23,230
V85 TT Travel	$24,730

MV AGUSTA

mvagusta.com.au

**All prices are ride away*

ROAD

F3 800 Rosso	$31,990
Brutale 800 RR SCS	$32,990
Dragster 800 RR	$35,990
Dragster 800 RR SCS	$37,990
Dragster 800 RC SCS Race Kit	$44,490
Superveloce 800	$38,990
Superveloce 800 S	43,990
Superveloce 800 S Race Kit	$45,990
Turismo Veloce Lusso SCS	$39,990
Turismo Veloce RC SCS	$43,990
Brutale 1000 RR	$58,990
Brutale 1000 Nurburgring	$TBA
Brutale 1000 Nurburgring Race Kit	$TBA
Rush 1000	$68,880
Rush 1000 Race Kit	$74,880

PIAGGIO

piaggio.com.au

**Prices are ride away*

SCOOTER

Medley S	$7140
Beverly 400 S	$13,040

PEUGEOT

peugeotmotorcycles.com.au

**All Peugeot prices are ride away*

SCOOTER

Tweet 125	$4290
Tweet 125 Pro	$4390
Django 150	$5490
Belville 200 RS	$5990
Metropolis 400	$14,790

ROYAL ENFIELD

royalenfieldaustralia.com

**All Royal Enfield prices are ride away*

ROAD

Meteor 350 Fireball	$7890
Meteor 350 Stellar	$8290
Meteor 350 Supernova	$8690
Classic 350 Halycon	$7990
Classic 350 Signals	$8290
Classic 350 Dark	$8690
Classic 350 Chrome	$8790
Interceptor 650 Classic	$10,790
Interceptor 650 Custom	$11,090
Interceptor 650 Chrome Mk2	$11,390
Continental GT 650 Classic	$10,990
Continental GT 650 Custom	$11,290
Continental GT 650 Chrome	$11,590

ADV TOURING

Himalayan 410 E4	$7690
Himalayan 410 Base	$8190
Himalayan 410 Mid	$8390
Himalayan 410 Premium	$8590

SUPER SOCO

supersoco.com.au

**All Super Soco prices are ride away*

ROAD

TC Café	$5490
TC Max alloy wheel	$7990
TC Max wire wheel	$8290

SCOOTER

CUX	$4990
CUX Special Edition Ducati	$5490
CPX	$7690
CPX dual battery	$9990

SUZUKI

suzukimotorcycles.com.au

ROAD

GSX-S125	$5590
GSX-R125	$5190
DR-Z400SM	$10,490
SV650 / LAMS	$10,490
GSX-R750	$17,490
GSX-S1000	$17,290
GSX-S1000GT	$19,090
GSX-S1000 Panorama GT	$20,590
GSX-S1000 Katana	$21,990
GSX-R1000	$24,490
GSX-R1000R	$27,990
GSX1300R Hayabusa	$27,690

CRUISER

Boulevard M109R	$21,990

ADV TOURING

DRZ400E	$11,190
DR650SE	$10,390
V-Strom 650 XT	$14,490
V-Strom 1050 XT	$21,490

SCOOTER

Address	$3290

SWM

swmmotorcycles.com.au

ROAD

Gran Turismo	$7490
Silver Vase 440	$7490
Gran Milano 440	$7990
SM 500 R	$8990
SM 650 R	$9490

ADV TOURING

Superdual	$9990

TRIUMPH

triumphmotorcycles.com.au

**All Triumph prices are ride away*

ROAD

Trident 660	$13,690
Street Triple S 660	$14,990
Street Triple R	$18,140
Street Triple RS	$19,950
Speed Twin 900	$16,390
Bonneville T100	$18,450
Scrambler 900	$18,750
Bobber	$22,750
Speedmaster	$22,750
Bonneville T120	$21,100
Speed Twin 1200	$21,250
Thruxton RS	$26,150
Scrambler 1200 XC	$23,690
Scrambler 1200 XE	$25,190
Speed Triple 1200 RS	$28,490
Speed Triple 1200 RR	$32,390

SPECIAL EDITION

Street Twin EC1	$17,150
T100 Goldline	$19,190
T120 Goldline	$22,090
Street Scrambler Goldline	$19,490
Bobber Goldline	$23,790
Speedmaster Goldline	$23,790
Scrambler 1200 XC Goldline	$24,690
Scrambler 1200 XE Goldline	$26,090
T100 Bud Ekins	$18,000
T120 Bud Ekins	$19,900
Thruxton RS Ton Up Edition	$27,150
Tiger 1200 Alpine	$27,250
Tiger 1200 Desert	$28,750
Rocket 3 R 221 Edition	$35,850
Rocket 3 GT 221 Edition	$36,850

LIMITED EDITION

Street Scrambler Sandstorm	$18,990
Tiger 900 Bond	$31,290
Speed Twin Breitling Edition	$31,190

CRUISER

Rocket 3 R	$35,490
Rocket 3 GT	$36,550

ADV TOURING

Tiger 660 Sport	$14,990
Tiger 850	$18,250
Tiger 900 GT & GT Low	$21,250
Tiger 900 Rally	$22,390
Tiger 900 GT Pro	$24,250
Tiger 900 Rally Pro	$24,890
Tiger 1200 GT Pro	$29,990
Tiger 1200 GT Explorer	$32,600
Tiger 1200 Rally Pro	$31,800
Tiger 1200 Rally Explorer	$33,950

TRIUMPH FACTORY CUSTOM (TFC)

triumphmotorcycles.com.au

**All TFC prices are ride away*

ROAD

Thruxton TFC	$33,990
Bobber TFC	$29,990
Rocket 3 TFC	$38,990

URAL

imz-ural.com.au

ROAD

cT	$23,290
Ranger	$26,490
Gear Up	$27,990
Gear Up Sahara SE	$31,490
Gear Up Adventure SE	$32,250

VESPA

vespa.com.au

**All prices are ride away*

SCOOTER

Primavera 125	$7690
Primavera 150	$8490
Primavera 150 S	$8590
Primavera 150 Red	$8990
Primavera 150 75 Anniversary	$9890
Sprint 150	$8590
Sprint 150 S	$9440
GTS 150	$9740
GTS 300 Super Sport	$12,590
GTV 300 Sei Giorni	$12,840
GTS 300 Super Tech	$13,140
GTS 300 75 Anniversary	$13,590

YAMAHA

yamaha-motor.com.au

**All Yamaha prices are ride away*

ROAD

YZF-R15	$4999
MT-03	$7849
R3	$8199
R3 60th Anniversary	$8299
YZF-R6 (track only)	$19,049
MT-07 LA	$12,749
MT-07 HO	$13,599
XSR700 LA	$13,699
YZF-R7 LA	$14,049
YZF-R7 LA 60th Anniversary	$14,649
YZF-R7 HO	$15,049
MT-09	$15,699
MT-09 SP	$18,099
XSR900	$17,299
Tracer GT	$23,999
Niken GT	$28,199
MT-10	$23,649
MT-10 SP	$27,349
YZF-R1	$28,199
YZF-R1 60th Anniversary	$29,199
YZF-R1M	$37,099
FJR1300AE	$32,649

CRUISER

Virago	$8849

ADV TOURING

Tenere 700	$19,399
Super Tenere	$25,949

SCOOTER

D'elight 125	$3849
NMAX 155	$5899
Tricity 155	$7349
XMAX 300	$9149
Tricity 300	$12,599
TMAX 560	$19,849

WORDS BORIS MIHAILOVIC

RESPECT

RESPECT IS A fascinating concept, is it not?

There's so many of you yammering for it, it's like a monkey cage at banana time.

You're actually demanding it.

Personally. Because in your world-view, respect is something you are entitled to. Automatically. Just because.

And yet, in my experience, people who demand respect are usually the least worthy of it.

Now please note the difference between demanding and commanding respect.

There are people who command respect because of their deeds. So respect is a result of something rather than an automatic provision based on an their expectation.

And yet, the monkey cage makes its demands, imagining it's entitled to respect just because the monkeys ride.

The hell you say?

So because you ride a bike one has to respect you? Yeah…I don't think so.

I can certainly respect how you ride, if it's good and I see some demonstration of skill. But when I see you death-clutching your handlebars and wobbling up the road, my only thought is to get around you and away from you. Respect? There's none of that. Make all the demands you want. It's not happening.

But then many of you trundlers take it to another level altogether. You form clubs and organisations, adorn yourselves with various sigils identifying your allegiance, and then demand this occurrence to be respected.

These dinky little social clubs, rider collectives, and social-media motorcycle covens are nothing but an expression of two things. The first is a normal human desire to tribalise. Find like-minded people and hang out with them. The second is to convey to outside observers that here is a tribe that you, the outsider, are not part of. It's a statement.

Taken to its ultimate conclusion, you arrive at the one-percenter tribe. Hugely exclusive and introspective, these organisations demand incredible levels of loyalty and allegiance, and the commensurate personal sacrifices, and reward their members with the same in return. Such a life suits very, very few people, and appeals to even fewer.

Interestingly, the question of respect inside an outlaw club is entirely an internal one. These people do not care if you respect them or not. You're irrelevant.

But I'm sure you've noticed the respect one-percenters are treated with when they appear among other motorcyclists.

You see, outlaw clubs command respect. Organisations which feed off the glamour stolen from outlaw clubs, on the other hand, demand respect. And because of that, they deserve none at all, not ever.

So how is it outlaw clubs command such respect? One would think that's obvious. You might spend time on social media or with your mates putting shit on people who ride Harleys and on Harleys in general, but you're certainly not going to belly up to a patched member of a club and hold forth about such things, are you?

And why won't you? Because consequences. Never mind the fact many outlaws know very well the limitations of their bikes. That's not the issue here. One-percenters don't even breathe the same air you do, so you shut your mouth, keep your opinions to yourself, and have a pleasant day.

What's happening here? Simple. Respect is being commanded.

Now you might think outlaw clubs are hives of savage, drug-peddling criminals because the police and the media have been plugging that narrative for decades. And you may despise outlaw clubs and all you think they represent. And that's fine. But you're going to keep your mouth shut, aren't you?

And you're going to do that because of the respect being commanded from you. Not demanded, but commanded. See the difference?

But when you see individuals demanding respect as if it's some birthright, surely you have to think why this is so?

Simple.

People who are not worthy of respect invariably demand it. They are unable to command it on a personal level, and hope when they join an organisation, this is enough to get them the respect they so very much crave.

This is tied up in their own lack of self-respect. They know they are not the calibre of human that will ever command respect, so they join a society they expect will deliver them the respect they crave.

Shall I point to the police force, or can you work this out for yourself?

If you need another example of how respect is commanded rather than demanded, then compare the fire brigade and the ambulance service, to the police force. Which of these command respect and which of these demand respect?

On general principles, respect is something invariably earned. It needs to be or it is worthless.

The society we live in is big on according respect to everyone. We are told, ad nauseum, everyone must be respected. I think what they actually mean, but dare not articulate, is everyone must be tolerated.

But tolerance is very different to respect.

Sure, I'll put up with all sorts of shit, all sorts of views, and all sorts of opinions (informed and uninformed) because I am part of a tolerant society and I am, perforce, a tolerant creature. And it is right and correct to expect and demand tolerance.

But that's not respect, is it?

Respect means admiration, deference, esteem, and reverence. It's a big thing. And it is rightly prized when it happens. But it is not now and never has been something that can be demanded.

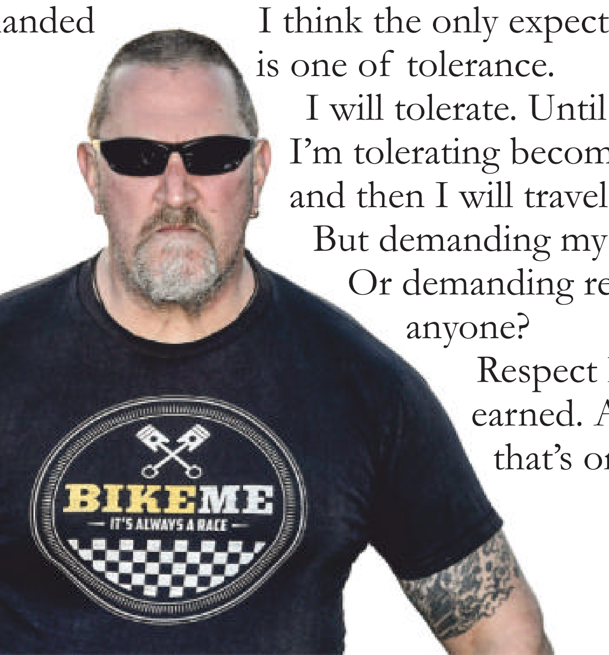
It can be commanded, as we have seen, but it's not something that happens automatically just because a demand is made.

I think the only expectation possible is one of tolerance.

I will tolerate. Until whatever it is I'm tolerating becomes intolerable, and then I will travel that path.

But demanding my respect? Or demanding respect from anyone?

Respect has to be earned. Always. And that's on you.



Australian MOTORCYCLIST Magazine

117 BUMPER TRAVEL ISSUE – TICK THOSE BUCKET LIST ITEMS!

Australian MOTORCYCLIST

JANUARY 2023

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PORTUGAL Food, food and some riding

SUZUKI GSX-S1000GT Supreme sport touring

POTM: EXCHANGE HOTEL, MUTTABURRA / CZECHIA TRAVEL / RZ CENTRAL: FOR THE LOVE OF TWO STROKES / CHOOSING TOURS: WHY, HOW, WHAT

STUART DIFFERENT KIND OF BUSY

THE BEAR HAPPY NEW YEAR

BORIS RESPECT

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BEARTOON

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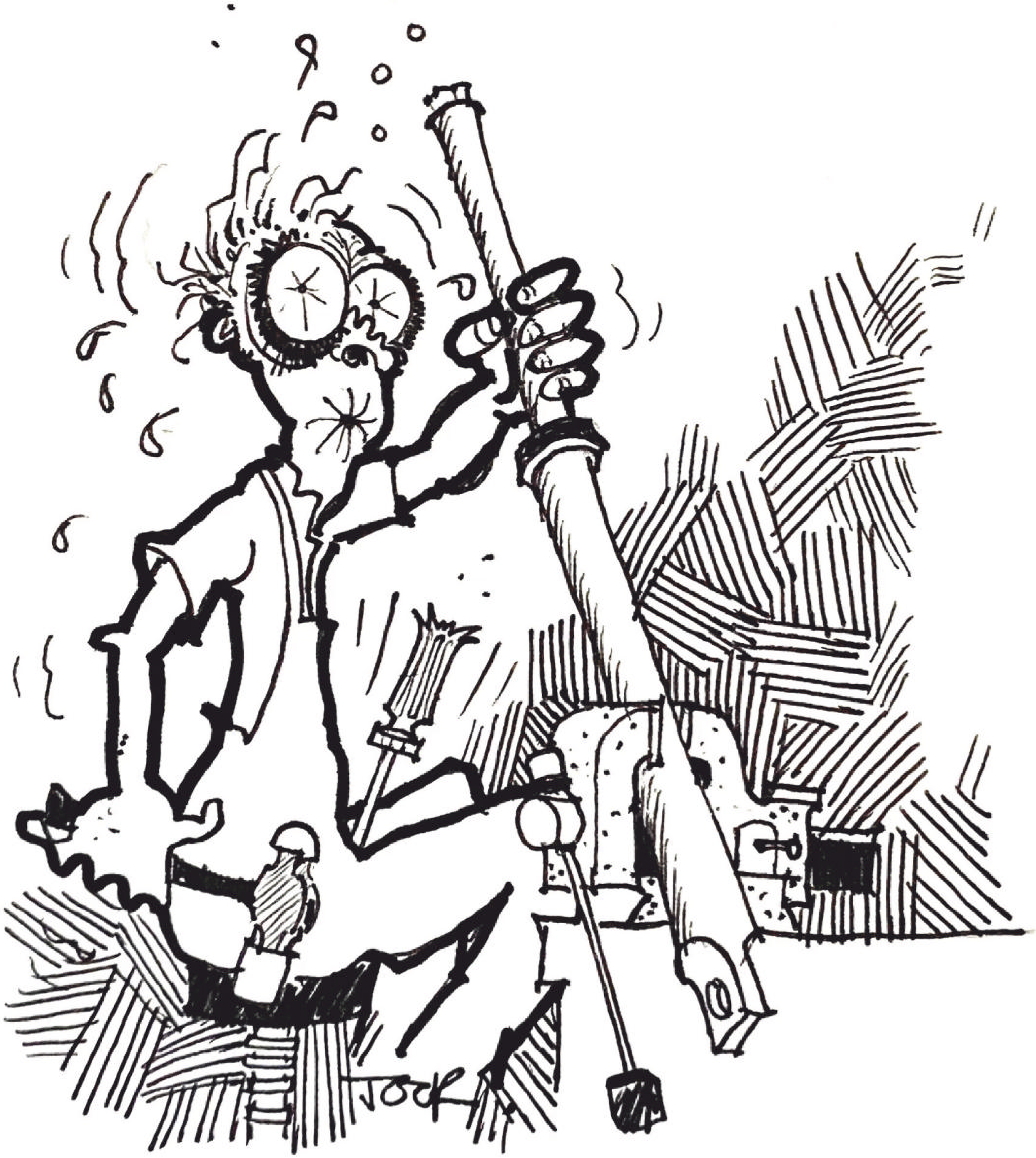

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